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BRITAIN'S MOTOR SPORTING WEEKLY

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The loser: Bjorn Waldegoard (left) looks on as mechanics tape up the BMW windscreen after he rolled and lost his second place on the RAC Rolly.



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Autosport, 1973.

EDITORIAL

With the threat of petrol rationing now very real, we must be assured that the RAC as the governing body, is fully aware of the dangers which face motor sport in the near future.

Last week they answered a request from the Ministry of Transport Industries to cut down motor sport by banning all rallies. The next request may well be to cut down racingthe national press and TV were soon on the attack in making an example of last weekend's club meeting at Brands Hatch -and very soon the public will be hoodwinked into thinking that it would be a good idea to stop all forms of motor sport.

Obviously we all have to suffer in some way or another, but the RAC must fight for the multi million pound industry which is concentrated in this country. RAC's motor sport director Dean Delamont was less than convincing on Wheelbase last week when he told the viewers what the position over rallies was and that it was too early to tell how the rest of the sport would be affected.

The livelihood of thousands of people is at stake, not to mention a substantial contribution to the country's economy. The Director of British motor sport and its committee has got to safeguard this.

There is no reason at all why motor sport alone should bow down to the request without some sort of fight back. Last Saturday thousands of gallons of fuel were used by people going to football matches and similar sporting occasions. Obviously we must respect the situation, but we cannot allow the RAC to accept sweeping cancellations in motor sport when other activities are allowed to carry on, as though nothing was happening.

The RAC must answer any Government requests in a responsible manner and point out that many times more fuel could be saved by asking other controlling bodies to cut down or provide alternatives to car transport. It is just not fair to those involved for a complete cessation of events to be ordered without other spheres making some contribution in helping the situation.

Next year's calender was formulated a long time ago. The time has now come for the RAC to take a long hard look at it and prune it just in case rationing is introduced. They must decide what is important in keeping the industry alive and what is superfluous. This does not mean saying ban all rallies or club meetings or whatever-all of these branches of the sport have their own importance and must be kept alive in a reduced form.

If the RAC were to produce a sensibly trimmed calender of events to the Government and prepare thoroughly the strong argument against the complete banning of the sport, there is no reason whatsoever for us not having motor sport if there is rationing. Any more rash decisions without opposition, like the one taken last week will deprive thousands of people of their jobs and must not be allowed to happen.

Meanwhile we must reiterate that everyone should adhere to the speed limits recommended, and hope that by doing so we can avert this dreadful crisis.

our cover picture

Although none of the works team finished, the Saabs provided much spectacular action on this year's RAC Rally and before their retirements were well placed. This is Per Eklund/Bo Reinicke yumping on the Gientress stage, near Pechles, Photo | Hugh Bishop

Yardley-McLaren for Hailwood?

Mike Hailwood to drive a Yardley-McLaren next year? The rumour gathers strength every day but none of the parties were prepared to say anything on Tuesday. Hailwood said "I'm unemployed or rather unemployablel—seriously though I have got something fixed up but cannot say what it is."

Martin Cartwright of Yardley said "Hailwood's name has been proposed and he is a good candidate; in fact I'd be very agreeable to it, but if he has signed, nobody's told me."

Peter Hull for McLaren said that he too had heard nothing. Hailwood split with Surtees "very amicably" while in South Africa recently after what has been a disastrous sesson resultswise with some very dramatic retirements.

Mike burst back on to the F1 scene in late 1971 when Surtees gave him an F1 ride in the Italian GP. After that Hall-wood gave up motor cycles completely and joined Surtees for F1 and F2. He showed tremendous speed in F1 last year and led a couple of early races but again retirements were numerous. However, he did clinch the European F2 championship with the Matchbox Surtees TS10 and this



Mike Hallwood-Yardley Mac?

year was expected to make a really big impact on F1. A number of teams have been after his services and with a reliable and competitive car next year he will undoubtedly be at the top of the tree.

It seems almost certain that Yardley and McLaren will still be together next season. Martin Cartwright said that he was "optimistic" that the differences would be sorted out although at the moment there were still a few points to be agreed upon.

Grovewood Securities taken over

Grovewood Securities, the property, engineering and chemical concern which also owns the four racing circuits: Brands Hatch, Oulton Park, Snetterton and Mallory Park, has been taken over by Eagle Star Insurance. Eagle Star already had a 22.1 per cent holding in Grovewood before the bid which also included the property and housebuilding group Bernard Sunley Investment Trust, and was worth £71.3 million. The motor sport Interest of Grovewood is run by Motor Circuit Developments under the control of John Webb. and John Danny has been running Grovewood during its 16year build-up programme when its average annual carnings growth record has been 324 per cent and one of 54 per cent in the past four years. Grovewood's pre-tax profits for the year to December are forecast as rising from £1.9 million to £2.8 million, Eagle Star maintain that both their new acquisitions will continue to be run along current lines.

Esso championship continues

The Esso Uniflo Special Saloon car championship which was held for the first time this season will again be run in 1974. The championship will have 10 rounds next year spread round at Silverstone, Brands Hatch, Mallory Park, Oulton Park, Snetterton and Thruxton. Points scored in all rounds will count towards the championship.

There will be the usual four classes, over 1300 cc, 1001-1300 cc, 851-1000 cc and up to 850 cc. Points will be scored on a 4-3-2-1 basis in each class in all rounds except the final when they will be doubled.

The overall winner of the championship will receive £150 and the Esso Unific Trophy, the other class winners £50, second in class £30, third £10, and fourth

The dates of the rounds are I April 15, Silverstone; May 12, Snetterton; May 27, Silverstone; June 16, Brands Hatch; July 7, Thruxton; July 14, Mallory Park; July 28, Silverstone; August 10, Oulton Park; August 26, Silverstone; October 5, Silverstone.

Brise's F3 Mallory appeal dismissed

At the RAC Motor Sport Division on Monday, various appeals and protests were heard. Derek Lawrence's appeal against his disqualification by the stewards of the Croft meeting on October 7th for having an illegal engine was dismissed and the Tribunal confirmed the stewards' action in excluding Lawrence from that BOC round.

Tony Brise's appeal against his disqualification by the stewards of the October Mallory Park Formula 3 International for dangerous driving in forcing Brian Henton on to the grass, was also dismissed and Brise's disqualification stands,

With regards to an incident at Silverstone on September 23rd and Donald MacLeod's protest against another Formula Ford driver. Alo Lawler, fresh evidence showed that Lawler was guilty of baulking and he was reprimended by the Tribunal

Another Formula Ford driver, Frank Hopper, was severely reprimended for his lack of action during practice for the Brands Hatch International Formula Ford race in October. However, the Tribunal did not find a charge of reckless driving to be proven for some flag signals had been withdrawn by the time Hopper arrived at the scene.

Finally the Tribunal declared that Brian Jordan could not be excluded from the Monoposto Championship despite an engine believed to be over the permitted 1800 cc.

There apparently was an ambiguity in the Monoposto regulations and in such cases the club are at fault and Jordan's protest against his disqualification was allowed.

Speed show looks good

A central display, with racing cars varying from F1 to club racing and from rallying to drag racing, will be one of the main features of the Alexandra Palace Festival of Speed from January 1 to January 6, 1974.

The Marlboro World Championship team will be on display plus
at least three F1 cars and GRD
and Royale have also booked
space. The Dempster Developments International Racing Team
also plan to exhibit an exciting
new single senter. Various
specialist road car manufacturers
will also be appearing and there
will be plenty of accessory and
goodies stalls.

The show, which uses motorised sport as its theme will also have a Miss Festival of Speed title, special competitions and a brand new racing car simulator from DART-GRD.

Bad European Fuji luck

Jean-Pierre Jasier was out of luck in the Fuji Grand Prix held last Friday with the works March-BMW sports car. After qualifying in the middle of the grid he suffered a broken throttle cable as the fiag dropped. On his return to London he was very critical of the racing there as there had been some very neaty accidents, one of which resulted in the death of one driver and serious injury to three others.

Guy Edwards was also present in the Barclays Lola and he was involved in a masty shunt when one of the local Kamakasis turned sharp right in front of him at about 20 mph while the Lola was coming out of a corner at full speed. Luckily Guy escaped unhurt. The race was won by a local Chevron.

The new Oseila Abarth 2-litre car was being tested at Casale near Turin last week by Enzo Oseila. The semi-monocoque chassis designed by Tomaini is all new while the body is also different from this year's car. Among next year's works drivers will be Vittorio Brambillo and Jean-Louis Lafosse.



Pit and Paddock

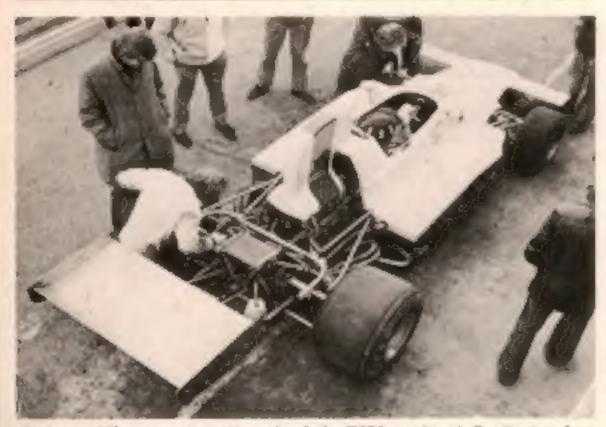
Six-month BRSCC ban on Lawrence



Derek Lawrence - banned

The BRSCC took the unusual step of banning Derek Lawrence from any BRSCC meetings for the next six months. The decision was made when the RAC's Formula Ford eligibility scrutinear declared Lawrence's winning Titan-built engine illegal in the BRSCC Formula Ford Festival. at Snetterton. Commenting on the decision, BRSCC's executive director Peter Browning said, "Lawrence's winning engine was found to be illegal on no fewer than four counts and, having been found illegal at an eligibility check only a few weeks previously, we consider this a case of blatant cheating. The club feels that In addition to the routine exclusion from the results of the Formula Ford Festival, their action of banning Lawrence from BRSCC meetings for six months-in whatever Formula he drives-is fully justi-

Runner-up in the Formula Ford Festival, Donald MacLeod (whose engine was pronounced legal after the eligibility check) has been declared the winner and all other award winners are reclassified accordingly.



Graham Hill was out testing the Lola 7370 again at Snetterton last week. This is the first picture of the rear end of the car which features twin bottom parallel links and radius arm and single top link suspension. The oil tank, conforming to the new regulations is forward of the engine under the fared roll-over bar

Springbok cancelled

The Springbok series has been cancelled. The final decision was made known towards the end of last week and the majority of the 2-litre sports car drivers had returned home at the beginning of this week.

The situation is that the SA government have banned motor racing until the end of February when the position will be reviewed.

Alex Blignaut, the man who organises all the major races in the country is due to arrive in Europe next week to negotiate GP entries for the race which is

due to be held on March 3. This, of course, leaves very little time for any arrangements to be made and the general feeling is that the race will probably be held later in the year.

The ban until the end of February of course means that there will be no chance for the teams to use Kyalami as a test track as they have done in the past. Just recently John Surtees has had to return from testing his new F1 prototype because of the ban, although it took a visit to the local police station before he could be convinced.

Petrol crisis: the problems of the sport

introduction coupons and severe cutbacks on the use of petrol throughout Europe and America, makes the outlook on motor sport for the coming months axtremely bleak, As this is the "off-season," the motor racing calendar has hardly suffered serious setbacks as yet, apart from the cancellation of the Springbolt series.

However, the prospects for 1974 do not look at all good. There seems little hope that motor racing would be allowed to continue as normal, while restrictions are placed on weekend motoring and the opinion from the motor industry at present is that restrictions could last for at least 16 months.

Already the continuation of certain forms of motor sport in this country is provoking public alarm. Last Sunday's Brands Hatch meeting, of little significance to the sport or the circuit owners, came in for attack and we have had stories of circuits receiving complaints "locals" when cars are allowed to practise during the week. The obvious fact that the fuel consumed in motor sport would make little or no difference to the situation will not stop the outery from the public who are being asked to cut out unessential motoring. But the question is, should we call a total stop to all forms of motor sport now until March in the hope such popular action would mean our sport would be favourably looked upon at that time?

Commenting on the situation, Ford of Europe's vice-president, public affairs, Walter Hayes, said, "If people who control sport decide that it should stop, we will naturally conform to that decision. However, we propose to continue with our winter development programme simply because it is a basic contribution to the production vehicles." Therefore, so far as Ford is concerned, the situation is "stand down to total readiness." Mr Haves added that Ford took the same view on motor racing. But since racing formed a greater part of the British economy than it did in any other European country-and was a vital overseas currency earner-not only the sport but the whole British motor industry was at risk in

the long term-

It is the duty of the RAC Motorsport Division to safeguard the interests of motor sport in this country. Currently there is so little motor sport that more fuel is consumed by spectators travelling by car to watch football matches than is used in motor sport. However, when next season's calendar comes into operations, it's imperative that the governing body keep as much of it intact as possible, particularly the events which mean the most to the large motor sporting industry.

Internationally, the banning of Sunday driving will obviously create problems for as long as it is implemented. Apparently in Italy Alfa Romso are to end involvement in all competitions and Ferrari, amongst others, are expected to follow suit. The position in South Africa is made clear elsewhere in Pit and Puddock. In respect of international motor sport, one hopes the FIA are taking appropriate action to at least keep the FIA's world championship rounds to schedule as far as possible,

One thing is certain as soon as the duration of these petrol restrictions becomes apparent, motor sporting bodies must be able to present a strong enough case to keep the motor sporting industry intect.

CanAm fuel limits finally announced

The SCCA finally announced the CanAm regulations for 1974 last week. As they indicated in an earlier statement, a fuel limitation has been introduced while the two-race format will con-

A maximum of 73 US gallons of fuel will be allowed for each competing car in all the FIArecognised CanAm championship rounds. The limitation will be allocated in the following mannen 25 gallons of on-board fuel for use in the 75-mile CanAm sprint saces and 41 gallons for the 125-mile Canadian-American Challenge Cup races, with an additional seven galloos allowed for refuelling purposes.

The auxiliary supply will be maintained in a standardised, dry-break container and may be added by race crews during either the 75-mile sprint or 125mile CanAm race during a refuelling pit stop only.

Competing cars will be presented at a fuelling site prior to each 75-mile sprint and 125-mile CanAm race to receive the specified fuel allocation. Each race will be preceded by one pace lap. In the event of additional pace laps being necessary, each extra lap will be considered part of the overail race length.



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Pit and Paddock



Emerson Fittipaldi (left) with Philip Mortyn (centre). Nino's husband, Nino Rindt and Natasha Rindt at the opening of the show in Vienna just week.

Jochen Rindt Show

Emerson Fittipaldi opened the ninth Jochen Rindt Show in Vienna last week and described it as the best racing car show he had ever seen. "I'm so happy that Nina continues with this exhibition that meant so much to Jochen."

Among the exhibits were Emerson's JPS, Jackle Stewart's championship-winning Tyrrell, Denny
Hulme's McLaren M23 (still in
Yardley colours) and a Parrari
312B2 which was loaned by
Jacky Ickx whose personal collection now includes a B1, B2
and 312P.

Bernie Ecclestone sent along the Brabham BT43 F5000 car which was being shown in public for the first time, while also there was Howden Ganlay's Iso-Mariboro and a replica Mariboro-BRM P180.

The star of the show, however, was Mark Donohue's all-

conquering CanAm Porsche 917.
Other sports care were McLaren
CanAm car and the Gulf Mirage
sports car and the Martini
Porsche Carrera.

The Lancia-Mariboro Stratos was one of the few rally cars on view and it was confirmed that the car would be used for the European GT Championship next season with Mike Parkes in charge of the development.

There were many other exhibits including big stands from Ford and BMW while many personalities were present, icks was busy pulling Fittlpaldi's leg about leaving Lotus for McLaren. Emerson confided that he would be testing an all white McLaren at Ricard in December while Icks replied that he would be there at the same time in the all-black Lotus — they wondered if this was how the rumour regarding Black and White (whisky) becoming involved started.

March tests

After a rather miserable season in F1 this year, Jean-Pierre Jarier is very confident of a much more competitive time next season. Robin Herd's new design should be completed in a couple of weeks and testing will start in earnest.

Recently Jarier and Andy Sutcliffe have been testing Mike Beuttler's 731G fitted with new Girling brakes and Jarier has been a second quicker round Goodwood with the new set-up than he managed all last season. It seems likely that March will run two works cars in F1 next season probably with Mike Beuttler driving the second.

Hans Stuck was at Silverstone last week testing the latest March-BMW F2 car, which Sutcliffe has also been driving, fitted with Lotus 74 (Texaco Star) type radiators.

Italian awards

The Autosport awards given by the Italian weekly magazine were presented in Bologna last Tuesday. The Golden Helmet goes to Jackie Stewart while the silver and bronze awards were taken by Ronnie Peterson and James Hunt.

Italian drivers taking awards were Vittorio Brambilla, Gabriela Serblin and Lella Lombardi.

Other special awards went to Matra "for having bestowed on the championship makes an exciting alternative"; McLaren "for having honoured Bruce's unquenchable spirit with an ever increasing aporting vitality in F1"; to Lord Hesketh "for having shown up the value of sponsorship based only on anthusiasm in the F1 world" and to David Purley "for his desperate effort of sporting and human generosity, which confirms that racing is a choice born of courage."

Brands Hatch

The Rochester and Tunbridge Wells MCs combine to put on this Sunday's race meeting at Brands Hatch. The meeting, which has eight events (including two for karts), starts at 1.30. Races will be for saloons of all sizes, FF, modsports, libre care and Shellsport Mexicos. Among the names entered are Jenny Dell, Colin Selvege, Tim Dodwell, Syd Fox, Gerry Marshall, Colin Folwell, Roger Saunders, Mo Mendham, Fergus Tult and Philip Guerols.

The first Clubman's Super Sports Dinner-Dance was held at the Skyline Hotel near Heathrow last Friday. The Register presented a painting to Ray Cunningham of Shell to mark their four years of eponsoring the formula while Frank Sytner, the Tricentrol Championahip winner, was given a painting of the fingernall he broke while pushing his car to scrutineering in Ireland — the only time he was seen to touch it.

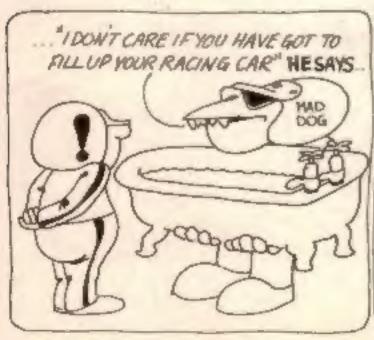
There was a ministure Formula I race on the Silverstone Grand Prix circuit last Tuesday. Seen testing were Jody Scheckter (Tyrrell), George Follmer (Shadow),
 Graham Hill (Lola), and Niki Lauda, Tim Schenken and Derek Bell in BRMs.

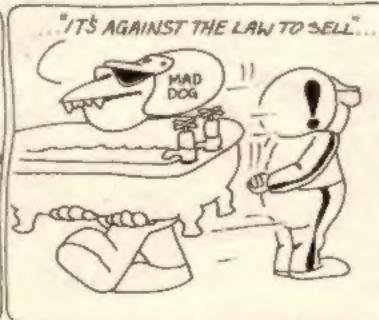
Tricentrol Cars are cunning a "Ford on Show" week from December 8 to December 15 at their Gascoyne Way, Hertford premises. Each night of the week la devoted to a special feature and between 7 pm and 10 pm on Tuesday, December 11 it's a Motor Club night, to which have been invited all the local clubs. There'll be film shows, a pit-stop competition, and a forum consisting of Roger Clark, Tony Mason, Gerry Marshall and Mick Hill, Anybody is welcome and Tricentrol are supplying free

Johnny Gerber errived back in Britain last week after a holiday in his native Mexico. He was distressed to discover that he had been accused of not returning the Jack Brabham FF Trophy in time for the World Cup race at Brands Hatch. He claims he was not informed when to return it but has now done so.

CATCHPOLE

By Barry Foley







THE FABULOUS VAN DIEMEN FA73 FORMULA FORD



Don MacLeod excelled again at the very wet Silverstone meeting last weekend.

I secs quicker in practice 1st in heat 1st in final

Gaining the Driver of the Day special award, this proves the car to be a winner whatever the weather. Autosport, August, 1973.

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Unfair advantages over Mr Vandervell!

My son brought home a copy of your magazine when he came back from the RAC Rally. I started to read it and I was very interested in the interview with that famous

racing driver, Colin Vandervel!.

Before he went to the RAC Rally, I had told my son not to practice for the rally but in the few days that he was in England before the start of the rally, he managed to remember all the special stages by heart and for this he has had a telling off especially after he went off the road despite such cheating because of his poor memory. Also of course he had a better engine, gearbox, lights, seats, tyres, etc. than that famous Mr Vandervell which gave him an unfair advantage which I sesure you will not happen again.

I was surprised that a reputable magazine like yours misquoted Mr Vandervell by saying that he expected to get into the first ten on special stages as I am quite sure that he must have meant the first hundred. Anyway, I have told my son that in future he must give Mr Vandervell a fair chance of beating him or I will take his rally car away and make him drive a nasty little racing car.

To close, I sincerely wish Mr Vandervell all the success he obviously thinks he should have in rallying and commiserate with him for all the success be hasn't had in racing. YORK.

MRS ALEN (MARKKU'S MUM).

Vandervell for RAC

Having read your excellent interview with Colin Vanderveil, may I put forward a suggestion that Colin should be appointed as an adviser to the RAC in connection with the scrutiny of engines at club level. I, for one, having competed in Formula Ford this year, am disgusted by the way in which people have been blatantly cheating. How can a driver hope to compete on equal terms when other drivers run bent motors?

The RAC do not seem to mind what happens at tracks like Lydden and small clubbies, so a driver like Colin who knows what the problems are could help nort out this nesty

situation. MARDEN, KENT

J. KIRK.

RAC must strip more

Congratulations on Mike Doodson's interview with Colin Vandervell. He may be unpopular but he has shown more guts than any other driver in trying to make sure motors are

I hope to do Atlantic next year but unfortunately'I just do not have the inclination to protest another competitor's engine even if I think it is lilegal and anyway - why should

Why don't the RAC inspect motors at random more often? This must be in the interests of all concerned. P. LEADBETTER. LONDON, SWILL

Wet-weather "bend"

This letter refers to the suggestions made by Max Mosley in his Purely Personal comments in your lasue of November 15. There is considerable merit in the evolution of the motor car and in motor racing for the circuits to be changed in order to slow down the speed of Formula I cars today. One idea that is worth renovating at this time would meet Max Mosley's points and also make a considerable contribution towards the development of the motor car and in future safety.

I refer to the idea of the wet corner on motor racing circuits whereby the approach to one corner, the corner and the exit from that corner, be permanently sprayed with water thus making it essential that an allpurpose tyre be used (the exception being when the whole course is wet!) This would have the advantage of making it necessary to have an all-purpose tyre for motor racing and it may well have the effect that Mr Mosley argues cogently for in your November

Development of the car would be enhanced since tyres on Formula 1 cars have become slightly ridiculous and out of touch with everyday motoring. I accept the point that motor racing has made significant contributions to the development of the tyre but feel that future development could well be channelled into an all-purpose tyre - after all, Aunt Mary can't look out of her window each morning and decide, having looked at the weather, which set of tyres she is going to use that day. Neither can II

Returning to the motor racing scene the corner chosen could be a good spectator scene - I am certain that Silverstone circuit would not choose Woodcote - and appropriate extra stand facilities might well be constructed. Tom Wheatcroft at Donnington might be the

This is not a new idea but like many ideas it can only be really purposefully adopted at the right time. I think that we are fast approaching that time and I think it would meet most of the points - both practical and financial - that Max Mosley raises. MAIDENHEAD, BERKS, N. E. RATCLIFFE,

(Managing Director, Vandervell Products Limited).

Safety in trials

Messrs A. J. Brunning and J. H. Piddock sent me a copy of the letter they have sent to you

regarding sporting trials.

must say, first and foremost, that my committee are very concerned with safety in sporting trials and I am constantly writing to clubs whenever dangerous hills are used. Unfortunately, in some cases, trials are organised as a competition between the organisers and the competitors, ie, the organisers believe that they have, by any means, to stop trials cars climbing hills which is not the purpose of the exercise. The trial should be a competition between the competitors and it is quite easy to find a winner and a loser without using dangerous or impossible sections. Ideally, the winner should lose no marks with the second probably two marks behind.

Your correspondents mention the change from mud and snow tyres. This change was made mainly in the interests of safety, the amazing thing is that experience has shown that the road radials do, in fact, climb hills better than the mud and snow tyres ever did. The committee are guite certain, however, that where steep cambers are used the present

radial tyre is far safer. Let me re-write their last paragraph: "Please let us have climbs which are a test of ability and not nerve and cut out the dangerous ones." This I would support wholeheartedly.

HOLLYWOOD, BIRMINGHAM.

RON KEMP, (Secretary, BTRDA Tricis Committee.)

Most efficient overall?

Mr D. W. Spice's letter suggesting that Dupont's laboratory test of their own product. Nomex, is nothing more than an advert'sing exercise, need a reply, if only for his own enlightenment.

In fairness to Autosport and the several types of flame-resistant materials in current use for racing overalls, it should be appreciated that the Tune In report dealt only with Nomex because, as was made clear, our own conclusions are that it is the best and therefore we use it exclusively for overalls. Please note also that Dupont have given the results achieved by the Nomex layer samples which we submitted to them, for comparison with their own earlier tests of Nomez in various weaves and textures in combination with each other; this was not intended to be general

tests of all other materials.

We do agree with Mr Spice that it would be aseful to compare the figures achieved by the various materials under identical test conditions, and would welcome an International Standard to do just this; we have carried out numerous tests of those fabrics available, both on their own and in combination with Nomex and each other, and could not better the all-Nomez system which we use for our threelayer suit. Unlike Mr Spice, we do not have, or wish for, an agency or sole representation for any manufacturer, which would demand our loyalty to one product and prevent our acceptance of new and better materials should they appear.

The petrol-soaked glove makes an impresgive demonstration, and the times claimed by your correspondent are undoubtedly correct; he would of course achieve similar results, equally spectacular, with other materials, and one has only to watch petrol vapour burning on the surface of water or wood, or the wick of a cigarette lighter, to see why. For our demonstrations we prefer to apply a steady, concentrated flame-a candle in fact; layers of the test material are wrapped round the hand and a stop-watch used to ascertain the "Ouch" delay. At the time of our 90-odd tests we had a fairly high throughput of junior staff.

However, we do accept that Dupont with multi-million dollar laboratory facilities conduct more accurate experiments, and if they do it all for publicity only they have pulled in some discerning customers—smong them, military forces around the world, aerospace programmers, international industrial protection and fire services, plus things you don't think about like Concorde's upholstery,

But just in case they have all been misled, we're going to continue burning the candle-

midnight and otherwise. LONDON, WI.

PETE ATKING & CHRIS STEYNE. Formula One Ltd.

A poor show

I enclose a copy of a letter which I have recently sent to the BBC which is selfexplanatory. " I feel compelled, both as a motor sport enthusiast and also a member of the Guild of Motoring Writers, to write and complain most vociferously about the way your Rally Special (BBC2) on Wednesday, November 21, 1973, was handled.

First, in Cliff Michelmore you have a person who may be a competent presenter of current affairs programmes, but who, regrettably it would appear, knows little or nothing about the subject of motor sport. Why, oh why, cannot we have someone who is conversant with motor sport. After all, people of the calibre of Raymond Baxter, Robin Richards, Gordon Wilkins, Michael Frostick and Eric Tobitt would have been more acceptable to the viewing public as these names are synonymous with motor

What was the subject matter of this partichlar programme? Was it a chat show? Was it a show on the RAC Rally? Was it a show on the World Cup Rally? Was it a show on rallying in general. Or was it Come Dancing? Was It a show at all?

It was particularly annoying that a show billed as the RAC Rally should be void of action, with the exception of about five minutes, during the course of the 35-minute

programme. Was this merely an exercise for the outside broadcast teams, technicians, electricians, producers, etc. and Cliff Michelmore, or was it a serious attempt to portray the World's greatest rally on television?

If it was the latter, you have my deepest

sympathy for one of your greatest failures.

I wonder have the BBC heard of the Trade Descriptions Act?" C. D. BAIRD. OCHAN, ISLE OF MAN.



Although not to be used for racing again, Monthery will still be the venue of important work in the development of production cars.

End of an era with the closure of Montlhéry

JOHN BOLSTER looks into the inglorious past of the famous French track

The most famous track in the world, since the demise of Brooklands, will never see another race. Immensely valuable as a testing circuit, and ideally placed, particularly in relation to the Renault and Citroën factories, Monthéry will continue to work—all day, every day—in development of production cars. Busy and prosperous, the famous old concrete saucer will be kept in excellent repair. The road circuit, too, will be meticulously maintained, except where a few bumps are considered advantageous for suspension tests. But also, the glorious racing days are over, for ever!

The reasons are very simple to understand, however deeply one feels about it. Although the circuit was considered gafe for Mercedes-Beng and Auto-Union to mix it in Grand Prix races, it would need some afterations for even the mildest cars to be raced there in future. The cost would not be great but the owners are just not interested. Racing is more trouble than it's worth to them, especially as the track is largely financed by the French motor industry.

Of recent years, there had been several appalling accidents, some of which had expensive legal repercussions. In particular, a Talbot travelling at 140 mph through a curve was baulked by the negligence of a slow driver. The Talbot left the road, killing its driver instantly, and eventually landed on a public footpath, where it tragically brought about the death of a boy who was not even watching the racing. That was nearly the end of Monthery and though it is too painful to cite further examples, in which one lost friends, it is understandable that the management of the Autodrome are now less enthusiastic about the sport.

It is curious, too, that Monthery never drew the crowds. Situated just outside Paris, where every Frenchman thinks he is a racing driver, the circuit is connected to the Pértphérique by a fast, direct road. It's not much farther than Orly airport, yet few people bothered to go. I have never seen the place really full and I have photographs of historic Grand Priz races taking place before half-empty grandstands. Perhaps we shall never know why.

Yet, Montihery was great. It was opened in 1924 and in 1925 the French Grand Prix was held there. It was won by a French car. too, a Delage driven by Benoist and Divo. Thereafter, the ACF held their famous race there eight times, and there were many other important events, as well as what might now be called Club races.

Looking down the list of winners, it is interesting to see that only French cars won races of any importance until August, 1927, when the mistake was made of running a 24-hour race. The result was a foregone conclusion, for this was the era of the great green Bentleys at Le Mans. Frank Clement and George Duller carried it off with the only Bentley entered, a 4j-litre, though they were delayed by a nasty fire in the pits. I'm told that patriotiam is now a dirty word, but it still makes my heart best at 3500 rpm.

Afterwards, long-distance races became quite fashionable and even the Bol d'Or, that incredible 24-hour frolic, eventually came in from the Forest of St Germain. However, the

gorse bushes of the Autodrome provided meagre shelter for a fête champêtre.

Without doubt, record-breaking was the most exciting activity at Montihery. Nowadays, most records have been pushed up to such speeds that it is necessary to make an expedition to a desert to beat them. In the 1920s and early 30s, it was still possible to take anything but the land speed record on a banked track. Brooklands was excessively hard on tyres as speeds went over 120 mph, but Montihery, though tricky, could contain still higher speeds.

Some records were of immensely long duration, notably those of the Citrben, La Petite Rosalie. She circulated for days, weeks, and months, and when the circuit was regained for the Grand Prix, she was locked up under seals, but as soon as the race was over, the stopwatches were clicked anew and Roselie was again circulating.

It will be understood that only the circular banked track was used for records. Though a section of the banking, and the run past the pits and grandstands, was combined with the road circuit for the big races, the two are normally separate and used as such for ordinary testing. It needs enormous courage and a lot of skill to drive really fast round the banking and high-speed record-breaking was really pretty dangerous.

Record-breaking was a profession and some drivers lived by it. Car manufacturers used records for advertising while the fuel, oil and

"Williams," the great Anglo-French driver, on the Montlhery road circuit in a 4-litre 12-cylinder Sunbeam, running as d Talbot on this occasion.



accessory companies had fixed bonus rates—you did not break records by too great a margin for, after one of your rivals had taken them from you, it was necessary to break them again to get paid twice.

Most Grand Prix cars were too lightly constructed for Montihery, as the suspension usually bottomed or broke, due to the unnatural loads caused by centrifugal force. Successful long-distance record cars therefore generally had chassis of lorry-like construction. Sleeve-valve engines were popular, too, their high-speed reliability resulting in their adop-

tion for aircraft use

The two records which were desired above all others were not mere class records, but the untimited one-hour and 24-hour figures. The 24-hour was taken as early at 1926 by a 9-litra Renault—basically a touring chassis with a single seater saloon body—at 1079 mph, including changing tyres at one-hour intervals. In the next year, the 8-litre sleave-valve Voisia put it up to 113.4 mph. Subsequently, John Cobb took the Napier-Railton to Montibery with a team of drivers, in an attempt to average 120 mph for a day and a night, When success seemed certain, Fredd a Dixon lost control of the big sero-engined car and once again a record attempt ended in a crash.

As for the hour, it was first put over 120 mph by a sports sineve-valve Panhard Ernest Eldridge achieved a resounding 126 59 mph, also in 1926, driving an Indianapolis-type Miller, which was taken away from him by the inevitable Voisin at 128 35 mph. Subsequent Voisin records were curtailed by a very

had accident

Then, in 1932, our own George Eyeton, perhaps the greatest record driver of all time, took out the filtre sleeve-valve Panhard. This was derived from quite an elderly touring car, a chassis normally fitted with seven-seater limousine conchwork, but in this case carrying a narrow and incomparably beautiful single-seater, planked with wood like a boat. After a tense wrestling match, George put

130 73 miles into the hour

Montihery was getting a bit small for such larks, and Count Czaykowski went to Avus with his big Bugatti to take the coveted honour, at 132 87 mph. To everyone's surprise, Panhards dusted down their venerable monster, fitted it with Dunlop tyres, and sent it to Montihery for the last time, with a slightly restyled bonnet to resemble the current production models. Capt. G. E. T Byston was not found wanting and he risked everything to achieve the decimal advantage of 133.01 mph. The hour would never again be taken on a banked track

The greatest phenomenon at Monthery was Gwends Hawkes. She had a front-drive Miller racing car which her husband, Dougles Hawkes of Brooklands fame, had reconstructed so frequently that few Miller parts remained. As the work was done in the factory where he built the Derby cars, the single-seater became the Derby-Miller and then the Derby

Special

This front drive car was capable of lapping Montihery faster than any Grand Prix car could do it. Its straight-eight engine was of only 1 8-litre capacity and its two-speed gearbox and centrifugal supercharger made alow standing starts unavoidable. Nevertheless, it took record after record, often at speeds of over 140 mph, which few orthodox cars of much greater power could approach on the saucest Gwenda took the lap record repeatedly, finally at 147.79 mph.

In 1939, Raymond Sommer tried to beet this speed with a 3-litre Grand Prix Alfa Romeo. Failing, he drank several glasses of Scotch, gritted his teeth, and made the do-ordic attempt of all time. Leaping and cavorting on the very rim of the banking, the Alfa screamed round while strong men were physically sick. He took the record by 0.6 mph

and I hope nobody will ever try to equal it.

Banked tracks are treacherous and I have myself had moments on Montihery which I would rather forget. Unsuitable for modern racing, such tracks are nevertheless indispensible for much serious testing. The road circuit, too, has the hills and bumps of a genuine cross-country route and has none of the artificial quality of modern racing venues.

As for racing, a new Parls circuit is



A straw bale chicane was installed to slow cars down off the banking after a serious accident in 1967 (above). The P2 Alfa Romeo in which Ascari (father of Alberta Ascari) was killed at Montihery in the French GP



planned just north of the capital, Jabby Crombac tells me. An area has been found where unlimited noise is permitted, as it is close to the runways where aircraft take off. Most of the surroundings of Paris are scheduled as silence zones, so this is of extreme importance. Let us hope that the Parislans will overcome their traditional indifference to motor their traditional indifference to motor

Now that we have lost Brooklands, I hope that Montihery will be preserved for all time and that I shall be permitted to go on using it for my tests of French cars. It is sad indeed that we shall see no more races there but I hope, from time to time, to use that ancient banking as a background for my photographs, if only as a reminder of some stirring deeds by brave drivers.

Offenstadt's F3 car on the infamous high Montihery banking.



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The new Alfasud ti though of more sporting shape is of substantially similar dimensions to the talogn, and carries a front spotter and apturned fail.

NEW CARS

More power and luxury in the Alfasud ti

The Alfasud naloon is a very roomy 4-door car with front-wheel drive. Possessed of excoptional roadholding and stability, it has an engine of fess than 1200 or which, perhaps. scarcely exercises these qualities to the full.

To us, a bigger ong ne would seem an obvious choice, but in littly such things as car tax, insurance, and autostrada tolls would be substantially increased if the cylinder capacity were enlarged, in any case, the car would then clash with other Alfa Romeo models. So, the new sporting version must retain the existing engine size, relying on tuning and development work on the unit, plus a new 2-door body of lower drag and less weight, to give a sensible increase in performance. Above all, a new close-ratio 5-speed gearbox parmils the keen driver to exploit the full possibilities.

Having suffered the necessary cholera jabs -"no alcohol for 24 hours," said the nurse-I jetted to Naples, where the Alfasud is built in a large new factory, I had been critical of the lack of torque of the saloon and I was most interested to see whether or not the claimed improvement in this respect was effective

The new ti, though of more sporting shape, is of substantially similar dimensions to the saloon, with as much room in the rear seats. In contrast to the rather plan interior of the 4-door model, the coupé is quite luxurious, with fitted carpets and a fine display of proper round instruments. The angle of the steering column is adjustable and the seats are very comfortable. The body carries the front spoiler and upturned tail which are now becoming fashionable. Four quartz-loding lights permit high speeds at night

The rest of the design follows that of the saloon closely. The very short flat-four engine is enounted shead of the front-wheel driveshafts, with the gearbox and final drive behind it, carrying the inboard disc brakes A girder of light alloy extends rearward and is supported on a suitably distant flexible mounting while at the same time providing a pivot point for the remote control gearlever, thus eliminating relative motion. There is MacPherson front suspension with rack and pinion steering while a dead axle on Watt's linkages supports the rear end.

The main alterations to the engine consist of new camehafts and a swin-choke Weber carburetter, though there has been other detail development, one understands. There is a gain of 5 bhp at the same peak speed of 6000 rpm but, much more important, there is quite a useful improvement in torque at reduced revolutions, the maximum now occurring at 3200 rpm Instead of 3500 rpm

On the road, the new car is altogether more refined than its preducessor. In spite of developing more power, the engine is certainly quieter and perhaps even amouther; the twin-choke Weber carburetter ban virtually eliminated the pravious flat spot. The greater torque results in a much better feeling of responsiveness and there is now useful acceleration on the higher gears.

fifth is not a true overdrive, being only slightly higher geared than top in the fourspeed box. As first gear is the same in both boxes, it will be realised that the intermediates give & much closer spread of ratios. I

reached an indicated 90 zoph in fourth at 6200 rpm on the rev counter, which is where the red section begins. Though the engine can easily go much higher, the best performance is achieved by changing up at this speed, I found.

I reached an indicated 106 mph on the level and 112 mph on a downgrade so, allowing for the usual speedometer flattery, the manufacturer's claim of 100 mph would seem to be pretty accurate. I shall, of course, time the car in both directions when I carry out a full road test. However, I was able to drive on roads varying from autostrada to winding mountain by-ways, with all sorts of

The car corners very well indeed, with a minimum of roll, the wide track and generous tyre section paying dividends. Though there is some understeer, that its moderate for a front-drive car and the steering is sufficiently sensitive to encourage the driver to throw the machine around. The ride is flat, with no pitching, and though the suspension does not feel soft, bad bumps are well absorbed. Great trouble has been taken to insulate the body from road noises, which has been most successful, and the superior balance of the flatfour engine, compared with an in-line unit. assists in eliminating drumming of the panels The body shape ensures a law level of wind

The gear change is excellent, with a lever bused towards third and fourth, while fifth is forward and out to the right, as in the larger Alfa Romeo models, I can remember little about the brakes, which proves that they must be very well behaved or I would have given them some black marks. The pedals are well arranged for heel-and-toe, which allows the 5-speed guarbox to be enloyed to the full

The Atfasud tt is livelier, more flexible, and faster than the standard saloon, plus un excellent 5-speed gearbox. All this is likely to cost at least an extra £150, which will make it a cather costly 1200 oc car, though a very attractive one.

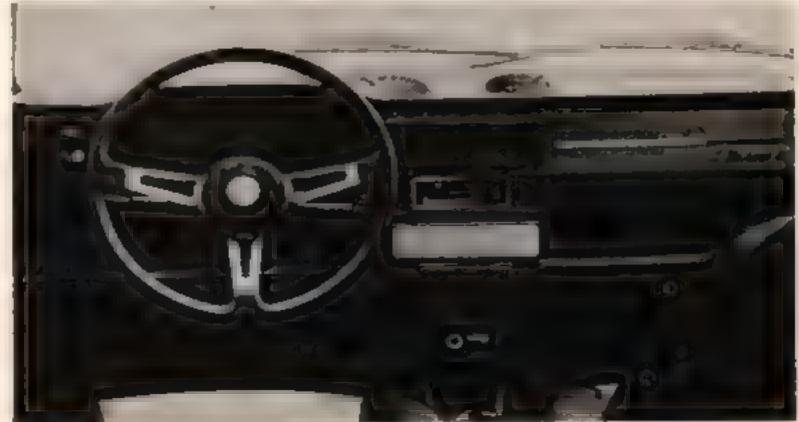
JOHN BOLSTER

SPECIFICATION AND PERFORMANCE DATA

Car bested: Asia Rumon Arisand ti S-door court Engine: Four cylinders har sontally opposed, 80 mm a 39 mm (1106 cc). Compression rate 9 to 1 h8 kms at 6000 mm. One hatterness exempted contrast per head. Two chain Without downdrauph; carbo etter. Transmission Single dry plans could 3-mosel at gynohrometh gerten with contrast remote central rates 0.931, 1 115 1 454 2 062, and 3 342 to 5 Hypord final Gring.

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The ille quite luxurious with fitted carpets and a fine display of proper round instruments.



Adrian Boyd: Folk hero

By IAN SADLER

IS: First off, what will be your programme for next year now that you have a second car with the ex-Roger Clark Eucort LVX 9423?

AB: We will be using LVX for forest events, nationals and internationals. There may also be a possibility of tackling some continental events. The Sherry and TAP have been discussed but we are not really definite on anything yet. The old car will be kept for termed railies

IS: What is your driving preference-loose or surfaced events?

Aft I much prefer termes but it is a bit difficult in that the speeds are so high, I don't personally find it difficult but it can frighten people off, if you have an accident it's usually a big one, as I found out on the Manx last year, Beatty always found it difficult to get used to the extra speed of tarmed when we did the Texaco after the Scottish Rally, It always took him a few stages to sextle down to the extra second the car was going at. I think I like tarmed best because I've been brought up with it and consequently I am used to it. I am beginning to like loose surface stages now though I didn't like them in the beginning because they were very hard on the car. I could do a Circuit of Ireland and unless I hit something I knew that the car wasn't going to be damaged it ween't going to suffer with suspension and so on and you could do a

complete Circuit and still have a good car

Below: Boyd on the circuit, Across. The rhd converted car on the Scottish.

at the end, with the Scottish Rally it would be different. Whenever I was owning the car and paying my own way I would pick the tarmac events as it was cheeper for me. Now it is all paid for and I em beginning to like forest events equally to tarmac.

IS: The Escort is the most popular and sec-

challenge it?

AB: There was a cime when I thought the two-door Vive would have had a go if Vauxhall had been keen enough. I think it is a car that could have beaten the Escort if it had received the proper development for rallying. As for the Porsches here—we have terrible trouble with the Carrerss but this is because of our tarmac events. With SMWs too wa have three makes which figure strongly whereas in the rest of Britain there is only the Escort. The tarmac events are much closer to racing it's half way between racing and rellying. The BMWs used last year were lightweight cars very much cut away; they did take forests though they hopped about all over the place but suited tarmer very

IS: Have you ever wished to drive any other make of car?

AB: I started with Fords and other cars and on the Circuit in 1987, '68 and '69 I drove an ex-works Mini Cooper "5" though not on a lot else, Then I drove an Escort and from '70 onwards that's all I've driven, There are many

times l'é have liked to drive pomething else

times I'd have liked to drive something else -aspecially a good Porsche, I don't really know why

IS: If you had a totally free choice next year what would you like to have a go with?

AB: If I had a free choice I d like to try
the GT70—it hasn't really proved itself up
until now but it should be a good car I
always like a challenge; everyone is driving
Porsches now so I'd like to have a go with
something a bit different for termsc events.
With my commitments it has to be a Ford
as we know it and it really can't be anything
else

IS: If you have, with bindsight, wished to have entered any different events; and to



what extent do your business commitments dictate the rallying you do?

AB: Business wise it's not bad because it is a family concern and I have brothers and so on who can do my job whenever I'm not here. Looking back, I've been rallying for 15 years and knowing what I know now I would have had a go to try to get to the top more quickly With me it has been, until the last couple of years, a question of finance and a case of doing what has appeared to be most sensible. I have been depending on a certain amount of prize money to keep me going so I have been choosing events carefully—the ones best suited financially Obviously I should have been doing a lot more events but it just wasn't on before.

IS: Which driver do you rate most and for what events?

AB: Since the Porsche Carrers came about on a termed event the man that I really feer in Cahal Curiey Every time we have been out this year it has always been a real battle. I've been lucky to finish all events. Cahal's car was new at the beginning of the year and was completely reliable the whole year through, whereas my car was giving trouble on and off, but we really did have three or four good battles this year where we both finished first and second.

IS: Are termed stages tougher on transmis-

AB: It depends on the way you drive the car, Obviously you are getting a lot more grip on termac. A tot of drivers don't lift off whenever they go over jumps and they are landing with full power on. With tyres gripping so well these days something is bound to give on termac, I siways try to lift off when the our takes off and land on a trailing

throttle. A tarmac event is bound to be harder on transmission, though if you treat it carefully it will be much more reliable

IS: So really it's not obviously harder on the car so long as you drive for the situation—but is there a special skill to tarmac driving? Many forest-only drivers are never really confident or quick on tarmac.

AB: I think all this depends on the way you have progressed through motor sport. The big thing over here is auto tests and most of those are termac. When I started in 1960 the Curcuit of Ireland was half autotests and half navigation. I think the autotests teach you great car control. You get to know just how the car brakes on tar-how to throw the car -how it slides and all at low speeds which is reesonably safe. It teaches you great judgment, I went on from that and at the same time, in fact, with the same car, a Sprite, I entered the odd hillclimb and race and that of course was all tarmac as well. So when I started to rally really all the events I entered were on tar so I grew up to know and like it. It's only recently, within the past couple of years, that I have had a real go at the forests, Many other drivers have gone about it the other way and have the majority of their experience on loose 1.00

18 : Quite a few good road drivers don't seem to like driving in forests—at least they seem to steer clear of stage events. You don't seem to have had any doubts. The Scottish last year I thought was a good example when you had a hum-ding battle right through with Andrew Cowan.

AB : Yes, the Scottish was the first time that I completely adapted to forests. I think this development, as far as my driving is concerned, was held back for a year or so because the previous year I had a left hand drive Escort and everyone told me that Roger could drive left hand drives. It's a problemall these top drivers can adapt so easily-think Ford told me that, I tried for a year to learn to drive left hand drives and I was never happy with it. It just never clicked properly. I think that if I had had that your in a right hand drive car I would be further on as far as forest driving is concerned. I changed over during the winter-we converted the car to right hand drive and immediately that happened I felt completely with-it again and I think the Scottish Raily result came out of that

IS: What is your favourite rally?

AS: It must be the Circuit of Ireland, It's my home event and I think that it's always a lot easier to do your own event. The people watching are behind you—especially if there are a lot of foreignars or English people over, you get a great help. I think that is why the Northern Ireland autotest team do so well, everyone is watching how they are doing and is keen to see them winning. They have this extra responsibility; if they go back and have not won—everyone knows about it. I think that is why I like the Circuit and its termse too which I like the best.

15; What about the last Manz? You were ahead of Clark when he retired.

AB: I should have enjoyed that event very much bux I didn't-not while it was happening, it was very very bard work, As soon as sponsorship comes along you are responsible to a lot of people who you didn't have to think about before. They are putting money in because first of all the sponsor is spoking for publicity value and to get that publicity you have to have the odd win and without wins you are not news any more. It does put a big strain on me having this extra responsibility. It was certainly a lot easier whenever I was competing on my own because if it didn't all happen right-I just went home and that was it. Now there are various people looking for results, they don't say as much, in fact the team I'm with, Lombard and Ulater, are quite decent about it. They say they're not expecting me to win, just to try my best. They really like me to finish so the car is seen throughout the rully

That is why the Mann was a bit of a strain. First of all we did have a real go. I had great help from John Davenport, his experience was marvellous and it meant a lot to our doing well. We put a lot of work in before the raily, a lot of practising and it all came together very well which surprised me because I've only had two co-drivers aince I started rallying, Morris Johnstone first of all and then Beatty Crawford, It was quite 4 strain for me to have someone else sitting with me-even worse when it is someone with the reputation John has, having out with pomany drivers. I had to forget it was John sitting there and just drive as I would normally because if I had been thinking it was John I would probably have put it off on the first bend just by trying too hard. I enjoyed the Menz afterwards—it's always nice to win.

IS: So you find you are getting more keyedup now when you know that you have to fulfil a purpose—is your rallying still as enjoyable?

AB: It's not quite so enjoyable. I now race for enjoyment with a group one Capri, The rally car is so specialized now it is a worry to drive. You get to the start of a stage and you werry about it going off a plug, you werry about it overheating if it sits too long and half of the time my car does not start on the starter for some reason which has never really been cured. With the group one Capri you jump into it, let it tick over on the grid and then you drive it without any work—just good fun, which is why I race. The rallying is now quite serious.

ES: Taiking of group one, what are your views on group one railying?

AB: Railying is popular now, especially in Ireland and I think if this is to continue then the expense will have to be lowered quite considerably because it has gone a bit mad, I think it is possibly better for spectators now because of these very fast raily cars. Railying now; it is almost the golden age of railying but the expense puts it out of reach for many people. I think we will probably have to keep these quick cars although I'm not too sure about that, They are certainly good to watch.



Purely personal



"I have
never been so
disappointed
in any television
programme than
with the Wheelbase
RAC Rally Extra
shown last week "

IAN TITCHMARSH

So you think you can televise motoring

Hello ! This is Bluff Mumblemore welcoming you to enother of those very allly programmes when I surround myself with panels of experts and non-experts and ask them a series of very silly questions to show how nonexpert they really all are. You at home can join in too, awarding yourselves 10 points every time the mood takes you. This week I have only been able to persuade one panel to turn up and I'm not very sure which category they fit into. But then, I'm no expert either. First of all there's Barrie "Cheap " Thrill, formerly of Fleet Street; then Mrs. Judith Flopp, still to be seen there on certain Sundays like her colleague " Instant " Maxwell House. Finally, but for from least among us, is St Michael Bostick, whose pot-botlers

are in a class of their own.

So let's go straight into the first question If you have a television programme about motoring do you (a) show pictures of core and describe them or (b) show pictures of fields, buiklings, trees, animals or whatever elee happens to be lying around, and describe them? The answer is (b), quite right, Barrie, never talk about a car when there's some scenery to look at. Which leads unnaturally to the second question: If one of your colleagues knows something about motoring and motor cers and is able to talk about them interestingly as though he knows the difference between a spork plug and a rawl plug would you (a) allow him to compère the programme as he has done for many years or (b) replace him with me? Well, I'll answer that one. It has to be (b), after all one can't spend one's whole life commentating on football matches, can one? Now, let's be a little more apecific. Question number 3: If you were given 35 minutes of valuable air time to tell our vast BBC2 audience about (and I quote from the Radio Times) "Britain's biggest motor sporting event," would you (a) attempt to convey to that audience some of the excitement, atmosphere and general drama of the event using pictures rather than words or (b) conduct a series of tedious interviews about a rally that may never happen interspersed with shots of yourselves having a good time? Yes, Judith, (b) is the right onswer again and even if you did only get there by the law of averages I know that it would be unthinkable to expose you and your colteagues to too much cold air outdoors when there's all that hot air and booze inside.

To be serious, I have never been so disappointed in any television programme than with the Wheelbase RAC Rally Extra shown tast week. Here we had an opportunity, on the evening of the Raily's last day, to expose motor sport to almost soccer standards, taking the regular Wheelbase slot into account also. And what do we get? Shots of half a dozen cars on one special stage in one place overlooking one corner followed by interminable talk, talk, talk. As the earlier programme tod shown, when it was allowed to, you don't need to do more than set up the cameras in the right place and let the spectacle speak for itself. The puerile jubberings of the com-

meniators are superfluous.

Somehow, in between Gill interviewing Time Makinen and Mrs Jopp asking exactly the same questions later, which had already been asked the previous day anyway, the news fikered through that Bjorn (not Bo, Mr Boyd) Waldegaard and Simo Lampinen had disappeared from second and fourth places on the last morning. But how, when, why and where? Not a whisper! By a process of elimination it seemed that the incredible Markku Alen (who is not a sort of screw, Mr Gill) had finished third but he was not even mencioned, Stuart Turner, who seemed to be in good form, was consulted about the non-event to come but it would have been 10 times more interesting to hear his views on his sensational new protege. How did he do R? Would be have won but for his early mistake? Who the hell is Markky Alen anyway? Here surely was a story which should have justified even Gill's habitual freneticism but we were left utterly in the dark

Instead Mrs Jopp told us twice (once would



On Wheelbase, scenery often takes precedence over cars.

have been too often) that her husband had gone punt. How nice! So had nearly 200 other co-drivers/passengers. It was almost un believeable to hear this same woman suggest to Makinen that it was rather surprising to find him still in the Rally, let alone leading. when he really should have lived up to her ides of his reputation as a crasher and breaker of cars. Of course, the only way to win the Monte Cario Rally and countless others and remain at the top of the tree for over 10 years is to blow cars up and fly off the road Fortunately, the Finn is a gentleman! And then there were those fabulous shots of the procession into York at the end of the Rally, packed with action and drama and conveying the whole essence of the five days which had gone before . . . like hell I And as for devoting half the programme, at a conservative estimate, to a discussion about a Rally which looks like surpassing even England's efforts in the proper World Cup for the Damp Squib of the Year award, words fail me as often as they fad Mr Mumblemore

For five days of the week I am involved in a profession far removed from cars and motor sport. Yet the people I meet, the lay viewers in motoring terms, never have a good word to say for Wheelbase and in particular its regular presenters. Presumably the BBC's audience research figures will convince the programme's Editor that I either meet untypical viewers or they are masochists. In my view Wheelbase is in the process of undoing all the good it used to do and is beginning to render an active disservics to motor sport in particular

There is a lack of imagination. The same old dreary items are churned out year after year about the Motor Shows, how marvellous foreign cars are and the Pirelli Calendar with the odd Grand Prix or major rally thrown in, usually when it's in an exotic place to give the team a nice hol into the bargain. Fancy sending a crew, presumably at vast expense, to the Seychelles to tell the world about that over-exposed calendar and motoring in those Islands. Wonder how much the BBC paid for that? Of course, if the World Cup Rally is boosted enough at this stage everyone should be allowed to trot off to more sunny climes when it graces, unless the powers-that-be were listaning to Stuart Turner

Glamour seems to be all that matters these days when it comes to creating stories. Apart from the occasional reference to the great number of starters in the Raily, the unsuformed viewer might have been forgiven for thinking that there were only about 20 cars in the RAC is international "names." When it comes to motor racing. Gill's knowledge seems to extend no further than the Christian names of the Grand Prix drivers: "Tell me Jackie, how do you rate Jody and Jochen today against greats of yesteryear like Stirling and Mike and before them Alberto and Luigi?"

There was a ray of hope the other week Murray Walker, who always speaks with conviction even if he did tell us the other day that Chevrone were built by Clive Bennett in Oldham, was allowed some time to look into the world of motor-cycle racing. It was an all too short glimpse by someone who seems to want to convey his enthusiasm for the sport rather than project his own personality. No chance of seeing him again, I suppose, the blighter knows too much. Where is Gordon Wilkins who has probably forgotten more about motor cars than the rest of the performers put together ever knew? There's still dear old Michael Frostick, trundling along dropping bons mote with a studied panache but at least making things interesting. Wonder how long he'll last

Why on earth do the BBC insist on presenting a programme on motoring as though all the viewers are "laymen" who need to be joilled along by Uncle Chiff to keep their Interest going? Gordon Wilkins did the Job for years and audience figures can't have dropped otherwise the programme would have been. Does motor racing really have to be described with words and phrases, and inflections of tone, which would normally be used to try to excite the interest of a five-yearold who didn't want to go to the 200? Raymond Baxter never does, Robin Richards never does, while Murray Walker seems able to create excitement in quite à different way never artificially. The BBC would surely never tolerate on amateur on Match of the Day in place of Jimmy Hill or his predecessor David Coleman or in the place of Cliff Morgan or Nigel Starmer-Smith on Rugby Special or in place of Percy Thrower on Gardeners World, so why on Wheelbase?

Feelings of frustration and irritation at the way Wheelbase has been going have been growing within me for some time but their nathetic programme at the end of the RAC Rally was really the last straw. Gentlemen, if you can't do better than this, why not give up? And it's not just me. One of the secretaries at my office told me the morning after how she and her husband had made a special point of watching the programme and how utterly disappointed they were. Enough

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From Helsinki, Finland's new rally star Markhu Alen.

MARKKU ALEN—the background to Finland's exciting new young rally star

Bright new faces are the stock-in-trade of the daily prese but in real life, they are race indeed. However, there is always the exception that proves the rule and in rallying 1973, the exception is a young Finn called Markku

Born in 1951 on February 15 in Helsinki, his family little thought that he would eventually be interested in motor sport for his first manly occupations were basketball and skiing. Tall and athletic, Alen is the antithesis of some of the great names of motor sport who are often short and aggressive. Motor cars made their first impression on his life

when at the lender age of eight he was allowed to take the wheel of his father's car and shorely astonished the adults by showing that he could really drive it unaided. Just four years later, he was bought his first motorbike which was a specially made miniature competition bike on which he rode his first race By the age of sixteen he had his first car though again it was not a full sized road going

As soon as he was eighteen, he obtained a proper driving licence and acquired a Renault 8 Gordini with which he started to drive in ice races and rallies. His very first raily was

the Hankirally in 1969 in which he competed in the Junior class for drivers that have not previously won any award. By the end of that year, he was the Junior champson in railies for Finland. When the Gordini became a bit tired, he bought a Sunbeam 900 from the Finnish dealership which was under the direction of ex-European Raily Champion, Pauli Tolvonen. He had guite a lot of success with the Sunbeam and indeed in 1971 he won the Finnish ice race championship outright with that car. He had a try with a Opel Kadett in Group I but it wasn't long before he was offered a Group 2 Volvo 142 by the Finnish importer and he has driven for them for the past two and a belf years. In the past four years, he has won no less than twelve Finnish relies which is no mean feet when you consider that the opposition comes from such drivers as Timo Mak nen. Hannu Mikkola and Simo Lampinen. In the past year, he has been fortunate enough to have personal sponsorship from Mariboro in Finland and his successful Volvo has been docked out in the distinctive red and white stripes of the Mariboro Racing Team Finland. At the end of 1972 he branched out into Europe with the 1425 to compete in the RAC Relly where he finished 12th overall.

It is not difficult to see how his basic interest in the sport was aroused if you con sider that his father used to race a Mini Cooper S and indeed was several times Finnish ice race champion with such a car. The family firm is concerned with painting contracting and employs over three hundred people decorating the insides and outsides of offices and houses. When he is not involved in rallying Alen works for his father's firm, but increasingly he finds more time to being devoted to driving. As only a few rallies in Finland can actually be practised on the roads that will be used during the rally, he likes to drive as much as possible and often goes out at night to drive with bad lights and in bad conditions to prepare himself for the worse that a rally can offer, in addition, he tries to keep fit by playing squash, ice-hockey and doing a regular amount of running and

Practically at the top in Finland where he finished an excellent second overall on this year's major event, the 1000 Lakes, he wanted to further his career by venturing more outside Finland like so many others have before him. Scooped up by talent-spotters Ford. Markku took part in the Lindsfarne in preparation for the RAC with a C & S Escort and would have finished second to Roger Clark but for steering rack trouble making him OTL. But his sensational performance with the Motorcraft Escort on the RAC from 177th place to third is why everyone is now talking about 22-year-old Markku Alen, the world's brightest new rally star

JOHN DAVENPORT

Headlights ablaze for the fog on the RAC Rolly's Dolby South stage, Alen heads for third place in the C85 Escort.





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Makinen fights off BMW challenge for victory

By JOHN DAVENPORT

After a fantastic sesson where he has won all the Finnish championship events har one including the 1600 Lakes World Championship event, Timo Makinen brought his year to a rousing close by winning the RAC Rally His Ford Escort RS 1600 prepared by Ford and entered by there in association with the Milk Marketing Board led the rally from the very early stages. It wasn't all easy though for there was stiff competition all the way from Bjorn Waldegaard's BMW 2002 Ti and the Sanbs of Simo Lampines and Per Ekland. There were other Forde too in the chase with Roger Clark trying to repeat his last year's win despite a bout of 'fin and the new white kid, Markhu Alen, in the Motorcraft sponsored Escort pulling back from 177th overall to finish third behind Clark.

Without doubt, this was one of the best RAC Railles ever held; it received a superb entry and was blossed with bright but damp weather which meant that none of the stages was driven in the target time. Its biggest problem was the dark shadow of petrol rationing which threatened to have the rally stopped right up to the last minute and caused it to lose a great deal of the Inlevialon time that it might otherwise have been silintted. However, the BBC television and radio services did the rally proud and were

one of its best defenders in the face of a charge of extravagance.

The format of the RAC Rally has carely changed very much but there is always something new that Jack Kemsley and Jim Porter are trying out This year, since the raily was once again centred on York, it was decided to give the competitors two proper nights in bed and run the Yorkshire steges as a sort of finale on the Wednesday muraing. To be truthful this worked west though the carnage to Sasb. 2MW and Ford sittle might have made many of them wish that the rally had stopped on Tuesday night! However, it did make Wednesday a very crowded, shortened day and many of the competitors went on record as saying that they would far rather have another night on the road at the weekend, Monday in bed and then the excellent Yorkshire stages on Tuesday with the parties, meetings and balls on Wednesday with plenty

of time to prepare for them. One of the most pleasant things about the RAC Relly as it is held at present is the choice of York as its centre. The entire town becomes ruly orientated for a week and the local hoteliers in particular go out of their way to make the raily drivers welcome. In addition, the York Motor Club throws itself wholsheartedly into the raily and should perhaps be given bilting along with the national body for helping to organise it. They have so many things like tally driver taxs services and even help if you break down that one wonders if there is anything that they haven't thought shout. York racecourse, the location of the start and finish and scrutineering, to not the warmest place in the world but sensible organisation plus a few heaters made even that work well This year, the University of York had been co-opted into helping the results team by the loan of their computation outfit which kept the results up to date and accurate though it is still a shame that the RAC cannot got out lists of stage times in order of festest. That is being somewhat finicity and it was good to see the results up to date, promptly on display and

To recep briefly on the route, Saturday accurate. morning saw the cars head south from York to tackle stages et Bramham Park, Clipstone and then go to the centre of Birmingham for Sutton Park before heading into Water for the night. Morning caw a forest stage in Radnor, two tarmer stages wear Bridgmorth, a copeat of Sutton Park and then just four stages before the return to York Sunday night On Monday morning, the cars went to the Lake District before doing southern Scotland in the night and then having six hours rest at Glasgow as the northern loop had been cancelled in the interests of economy On Tuesday, the Pachles stages were followed by an afternoon to Kielder and then just three stages before getting back to York for supper and another night's sleep. The Wednesday morning took in Yorkshire and the competitive motoring was over by bunchtime.

The Welsh stages—if we may call the first part of the rally that-were covered in last week's Autosport. All the major teams lost some of their cars but none were worse his than Swedish Opel and Dateur. In the past, the Swedish Dealer Teams of Opols have been reliable and fast but 1973 was not their year for the RAC Raily. Anders Kullang/Donald Karlsson were the first to go when their Ascona left the road on Tallesia far from any spectators and it was not until the rally passed that they could get their virtually undamaged car back to the road. Despite the fact that they were using the crosslow engines and getting more power than in previous years, they had not been really contending for the lend and had taken a backrest to Walter Robri/Jochen Berger whose

1973 INTERNATIONA

lemacher car from Germany was always in the first four. Ove Eriksson/Bjorn Cederberg retired the second of the Swedish cars in the middle of the Clocaenog stages with what sounded like a broken piston and though they were able to timp out of the forest on three cylinders, the service car could do nothing for them and the car was toward back to York This left Gunnar and Ingelov Blomqvist in one of last year's Asconne to carry on the battle which they did despite little problems

iske two punctures on Radnor

if Robri was doing well for German Opel, Rauno Asitonen/Paul Easter were not so happy with their car Unilke some Asconas, this one had quite a lot of turns lock-tolock and something which Mr Astronen described as "uppredictable brake response" which seems to mean that sometimes they worked and sometimes they didn't. To be fair, his was not the newest car from Irmschar but it was something of an indignity when he consted to a tiple to discover that his plastic throttle pedal had melted after the exhaust had been hit up to touch the floor They eventually retired in Water when a piston broke and they couldn't stand the noise of driving it on three cylinders any longer The other Swedish/Irmscher Opel Ascons Carlsson hit severe trouble on the very first stage when the engine cut out and when he finally got it off the stage it was found to have two broken cam followers. These were mended and then his next problem turned out to be the bolts breaking that hald the curburettoes on to the injet manifold. These teens were drilled out and larger bolts fitted which cured the trouble. It is interesting to note that the

Yumping well of the ground are clear winners Mokinen/Liddon on the Burwarton stage





Cletting well crossed-up is the works BMW of Waldegoord who seemed certain for second place before Wednesday's inversion.

works Fords which were fitted with 50 mm. Weber carburettors had a similar problem and at the first rest halt in York, the carburettors from Mikkola's retired car were stripped off his engine, drilled out complete with inlet manifold and fitted to Makinan's leading car in the morning. His carburetters were then given the same treatment and fitted to Clark's car at Newby Bridge

Not for the Datsun team such mechanical high Jinks. They lost two of shelr three 240 Zs m Wales and both through leaving the road The story isn't quite that simple however for they were in brake trouble caused by the rear drum brakes fading as they were not man enough to take the punishment. Before the rally, they had done some testing and fitted rear brake serves to try and get the proper brake balance required by the drivers for forest stages (more brakes are needed on the rear than in normal driving). However, this just meant that the rear brakes overheated quicker and the drivers were left to drive the stages with just front brakes Chris Sciater/Martin Holmes were leading the trio but sheer frustration caused them to try to make up on the uphili what they were undoubtedly losing downhill and they went off going up on Dovey two. It took 20 spectators and a Triumph 2000 to extricate them after the rally had passed. Tony Fall/Mike Wood only lasted a few more stages and then an over-optimistic broadside took them over a large stone which not only wedged under them but also smashed up the pedal box and they retired. The third car of Harry Kullstrom/Claes Billstam beated up its rear brakes so much that the linings split and had to be replaced several times but by being cautions they stayed in the rally though at York the first time they were 23rd overall Later in Scotland, they broke a speedo cable and, more seriously, split the sump guard which is made of fibreglass and had to have both replaced. By the finish they were disgruntled but 14th—a big change from the two tunes that Kallatrom has won the event.

in the Ford camp, all was rosy for four stages and then on Suston Park both Hannu Mikkola/John Davenport and Markky Alen, likka Kivimaki left the road in the Motorcraft car. Both these drivers got back on the road but Mikkola had broken a bone in his hand which swelled so much that he could not drive and had to retire. Alen lost six minutes as he was off the road at the same time as Tony Fall in the Datsun and the British driver got pushed back first and this dropped him to 177th place overall from which he made a fighting return. On this same bend which was a deceptive uphill righthander not long after Blomqvist's park beach, no fewer than 18 crews left the road though few were so unlucky as to totally wreck their car as happened to Russell Brookes/John Brown in the ATV Escort loaned from Boreham. When night fell, Clark's influenza got worse and for most of the Welsh stages he was suffering from reduced vision almost to the point where Tony Mason was convinced that his driver could see fog that he could not. However, Makinen and Liddon were having a good run with no big troubles apart from the carburettor botts occasionally failing and a couple of punctures including one picked up on Radnor on the same logs where Pat Moss Liz Crellin crashed with the Clark's Renault Aloane

in the Saab team, the biggest disappointment was the retirement of Stig Blomqvist/ Arns Hertz in Cord-y-Brenin. They hit something, as yet unidentified, with the front wheel and bent both wishbones as well as their mounting points. Using the jack, they got the thing straight enough to motor off the stage and at the service point changed the wishbones but they could not get the body really straight. The consequence was that everything vibrated so badly that the exhaust and carburattors dropped off the engine and it took a long time to screw it back together and they can out of time after completing some more stages. The Simo Lampinen/ Solve Andreasson car gave a bit of trouble

with water consumption and they feared that their rally might be over. The Suab V4 engine does not use a cylinder head gasket these days but just a sealing ring and the machining of the head end block is most important it seems that Lampinen's engine had a slight porosity somewhere for it browed up once in Wales and then sealed again and repeated the performance in Scotland where they were nearly excluded when they checked in on 60 minutes lateness at the start of one of the Glentrool stages. However, despite this worry and a cautious start, Lampinen worked his was up to fifth overall at York just a few seconds shead of his team-mates, Per Eklund/ Bo Reinicks

Renault Alpine despite being the World Champions had lost two-thirds of their striklow force on the first part of the rally with their grantout hope, Jean-Luc Therier/Michel Vial coasting to a halt on the fifth stage at Glasshampton, The problem was not immediately obvious and he did try to drive it out on the starter, but then it became clear that it wasn't going to make it and they turned their attention to trying to repair the fault which was in the distributor but that too proved impossible so after speciating for a while, the two Alpine drivers walked away and toft it. Pat Moss went through Wales to lead the ladies section decisively only to have that unfortunate socident in front of the TV cameras. Her nearest rival had been beva-Heinonen/Selsa Saaristo in the Mariboro Volvo 142 but they had a puncture on Dovey one and had to stop in a narrow place to change it which cost them 11 m with all the interruptions of the other cars hindering a speedy change. Rosemary Smith/Pauline Guillek thus lay second in the Ladies section with the Lombard and Ulster Escort and the leaders were the French girls, Maria-Cisude Beaumont/ Christine Giganot in the Opel France Commodore. This big car had been going very consistently though it did suffer a hole in its petrol tank in Wales and broke both rear shock absorbers on one occasion. In the closing stages of the rally, the battle between Helnonen and Beaumont was quite close until



Ladies Award winner Eavy Heinonen went very well with the big Volvo to finish 32nd overall.

It was resolved on the Dalby North section on the Wednesday when the Opel went off and had to be pulled back on again by Henri Greder/Peter Jopp in the other hig Opel from France, only to then lose all its oil pressure on the subsequent stage and ratire

The surprise of the rully was the performance of the BMW of Bjorn Waldegaard Hans Thorsellus who, until the Hafren stages in Wales, were swapping the lead with Makinen's Eccort. On the Hafren stage, he started to have a problem with the rear brakes fading and lost 20 s to the Escort and this was repeated in Penmachno and one of the Clockenog stages so that by the time the night section was over, they had dropped back to lie second some 3 m behind Makinen. During one of his attempts to cure the problem just after Hafren, Waldegaard arrived to a stage where there was a big queue waiting for a doctor to get into the course car which had rolled and had it not been for the cooperativenues of the other competitors, Waldegaard would have been held up and possibly excluded. His team-mates, Achin Warmbold Jean Todt were having a less successful time and had run into all sorts of minor problems involving changes of spark pluge and a broken exhaust manifold. Their biggest problem was to be punctures and in the course of the rally they had at least six, nearly all of

which cost them time.

The lone Lancia of Amilcare Ballestriari Silvio Maiga went off on Hafren and bent a wishbone. By the time that they had got lifted back on and the part changed, they were almost out of time and checked in at the next stage with 59 m of lateness. Less fortunate were Prince Michael of Kent/Nigel Ctarkson who had a broken manifold in their Escort Mexico and what with getting that fixed (they were stopped by the police for making too much noise on one occasion) and taking a wrong turning, they went 7 m over the maximum lateness at one stage and were excluded when they got back to York

Private Escorts were doing quite well for Barry Lee Jon Gittins were eighth with the Centre Hotels/Clarks and Simpson car while Andrew Cowan Johnstone Syer were ninth with the Scotsman Escort, but the rally had already lost Vic Preston Jar Paul White and Adrian Boyd/Robert McBurney with blown head gaskets at Capal Bangor. Boyd for one was glad to retire for he had flows off in Sutton Park kinking his car and hurting both his wrists. Cotto Vandervell Andrew Marriot slipped on a patch of ice in Hafren and badly damaged the car as well as bru sing Marriot He, too, must have been a bit relieved when the Triplex Escort shed a halfshaft and they retired. One of the biggest disappointments not for regular rally fans but for hundreds of

people that had turned out to see Jimmy Savile who retired, along with his driver, Jill Robinson, when their Escort Mexico expered on Sutton Park.

The two Flats ran without problem in Wales but were evidently not sticking their necks out. On the contrary, Per-Inge Walfridsson John Jensen were going like the bats from below in their dark green, stickertess Volvo 142S and lay seventh after the Welsh stages. The most fragile thing on the car was proving to be the gearbox which apparently has a shared synchromesh ring for second and third gears and this was falling with the orgency of Mr Walfridsson's progress through the forests. In all, it was changed three times during the raily but it seemed to be a very quick job requiring only about 15 m The Toyota team which comprised two Celica 1600s lost Leif Asternag Anders Gullberg with a blown engine while Ove Andersson/Gerry Phillips continued to make the running and were lying 15th back at York.

After Sunday night in bed the rally restarted at eight o'clock on Monday morning to be greeted with the announcement that all rallying authorisations had been withdrawn and that it was going to be illegal to have petrol in cans. However, the Government had decided to let the RAC Rally continue even though all the petrol consumed by everyone on the event would have fallen far below one 747 trans-Atlantic flight. Conscious of this extreme generosity, the raily drivers went first to Esholt sewage works in Bradford where a radar meter was used to measure terminal velocities and BMW headed the list with about 117 mph while the Escorts could only manage 107 mph because of their lower

On the way to Heaton Park, Manchester, for the next test. Walter Robri stopped on the M62 with a broken oil pump and by the time that a corvice crew had errived and changed it, he was 7 m out of time at the start of the stage and had to retire. Thus the Sasha moved up to lie behind Clark but he seemed to have shaken off the flu and though he could not shake them off completely, he was misto maintain station as they say on the sea The next stages were in the Lake District and on the first, Grizedale, Gunnar Blomovist had another puncture while Andrew Cowan stopped just over a mile to with a broken halfshaft. Peter Ashcroft of Ford motored back to the start of the stage and got Steve How ard of Crystals to take a new halfshaft in to Cowan and then Mick Jones and John

Throwing the Swedish Opel Ascona through the winding Lake District forests, is fifth-place man Gunnar Biomqvist.





The flying Finn's first First!

After tour plus shing tays and hights charging fat out found gritain a much traveled traffle scarred Escort AS 1600 carred Timo Mainten and Henry Liddlin a ross the fork this should be as the outlight winners of this years HAC rally? As well as being Timo's hist win after hine game and guilland at empts it was our tenth but ght victory in traffee treats. Despite the lind a lew hundred degrees under the weather Auger park ast years winner and the relighting a yill hampion shottomy study if your traffle second prace adjaining ford Escort again on Duniop

Add results like that to all the other race and raily successes we've had so far this year and you could say our tyres really do take some bearing.

Which is just one of the reasons why you lifted it hard to get anything better than Duniop under you.

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Griffiths of Fords ran in with the tools to change it. Cowan got going again but the real problem proved to be the bearing cap which came loose again just at the end of the stage and the wheel and shaft nearly demotished the timing caravan. In any case, it was the end of the Scotsman's raily.

Four stages later came the infamous Dodds Wood which everyone bates but has not yet claimed a victim until this year Barry Lee was chatting to the marshal at the start who said that it was flat downhill at the finish now that it had been tarmaced. Whether Lee was heeding that advice too much or if he was just psychologically believing that a flying finish is literally that, but he took to the woods after the finish line and spectacularly inverted the Escort, Miraculously neither he nor John Gitting were hurt in the crash though Gitting did hurt his hand when he got out of the car and fell 60 ft down the bank. Makinen collected a puncture on this stage and was looking a bit worried about Waldegaard who had been really flying in the Lake District to narrow the gap between them to 21 m.

After a time control in Carlisle, the rally moved forward into a half-night spent in south-western Scotland, Before Kirzoughtree, the news was that Lampinen was out but it was just enother of his big brew-ups and he came through at last, though elmost out of time. Less fortunate were Taplo Rainlo/Kieus Lehto in the Scan-Auto car from Saab Finland who were running around with Lampines but stopped to get their exhaust fixed between the two Glentrool stages and were out of time checking into the second one. Markku Alen was by now in the top ten and lining up to pass some more people but he had a panic at Kirroughtree when he got caught on a stone coming away from the stage down the rough track and completely finished his propshaft. Luckily, he got into Ford service where there was more then one service car and had It changed while the other mechanics were sorting out Makinen's handbrake, Apparently the separate disc brake callpar for this had been caught by a stone and was leaking fluid from the banjo connection. Kalistrom's Datsun was in for service as well with a broken speedo cable and a split sump shield while the two South Africans, Elbis Odendas)/ Christic Kuun finished their rally when the rear axie broke between Cletteringshaw Dam and Kirroughtree.

From this area there was a long run up to the Erskine Bridge Esso Motor Hotel where most of the crews got some sleep though the bar was thoughtfully left open for a few hours for those who needed refreshment. An early morning start saw the cars head straight for Peobles and the three classic stages of Glentress, Cardrona and Elibank. Here Makinen and Waldegaard stayed in close contention with the Escort just starting to pull something out but fastest man, as nearly always was Alen who was now fifth just over a minute behind Lampinen and Ekiupd. The Forest of Kielder was next on the menu but to reach it the fully passed through the last Scottish forest, that of Craik. Strangely, the classic Munari corner didn't seem to catch anybody out, but later in the stage, there were at least two corners that claimed many victims. Per Eklund was the man furthest up the field that got caught out and he lost 6 m getting pushed back up to the road again, and dropped to eighth place as a result. Ove Andersson in the Toyote had just changed to British Dunlops from the Japanese variety and was getting along much better but this corner caught him as well and he inverted it. The Toyota was so strong that very little damage was caused but he did lose a couple of minutes getting it put upright. Warmbold, Mehta, Verini and Bror Danielsson. all caught it in the same place though all had alightly different stories. Warmbold just reckoned that it was key and was a bit upset that considering the combination of straight, brow and corner there was no sort of warning. Shekhar Mehta/Kelth Wood in the little Datson Sunny said that they thought it looked dodgy but as there was only a zingle spectator, they reckoned it must be one of those long straights. It was only when they



From a slow start, Nicolas' Alpine worked up to fifth by the end.

crested the brow that they saw the welcoming committee and the bend. Verini went quite a way off and he and Nini Russo only got back by driving down through the trees, with the help of speciators, to join another road and thence back to the stage. Finally, Bror Danielsson/Ulf Sundberg the Group 1 leaders in their BMW 2002 from Sweden went off and lost 5 m but as Danielsson said, the spectators were getting tired by then and as he had a 20 m lead to the next Group I car, he wasn't very bothered except for the places be lost in general classification. Last year, as you may remember, he was leading the Group 1 until the very last stage when he broke down so he was determined that there should be so such thing this year

For Eklund, this was a disaster and he started to run wild trying to make up time as Alen had been but three stages later he tipped it up again and realised that if he wasn't careful he would not finish at all. Makinen was in trouble with his shock absorbers and broke both rears on the first Kielder stage but still best Waldegaurd by 2 s on the stage, There was some trouble with officious minor organ isers in the Kolder area but a quick phone call to the Rally Headquarters and Jim Porter resolved the question and servicing continued off route as it had been planned

With Kielder over before night fell, there were only the three stages of Hamsterley and Stang before the cars returned to York for their third night halt—counting Erskine as one ! It was time for extensive servicing and in the Ford camp shock absorbers and strute were changed ready for the morrow for their cers lay first, third and fifth with Waldegaard at second, Lempinen fourth and Walfridsson

Up until now, the rally had been extremely close-fought but with no sense of panic or urgency and everyone thought that the Wednesday morning in Yorkshire would be a calm finale with no serious changes of posttion in the top runners. How wrong could they have been? For Makinen and Clark, all was comparatively serene for Makinen was 2 s away from being 4 m shead of his BMW rival while Clark had 1 m 50 s from him to Lampinen with Alen a further 50 a behind. Certainly Lampinen was going to have to look to his laurels to keep his fellow Finn at bay but at first in the slippery conditions he was able to do that and, indeed, took 5 s off Alen on the first stage. However, the Escort took 46 s off him on Bickley and an incredible I m 41 s on the long straights of Dalby South. In order to keep in contention, Lampines was using the Sash to the limit but then it started to be rejuctant to pull maximum reve in top gear and started to lose water. He kept it going but on the last but one test, in Pickering Forest, it seized. He freewheeled to the finish but it would not restart and when they tried lowing it to start, the crankshaft broke and a rod came through the zide. Had that not happened, he might have stood a chance for Alen had gone off on Pickering turned a somersault and hit a tree with the top of the boot. The speciators were so quick to get him back to the road. however, that he lost only a minute but that could have made the difference.

While being lifted speedily from the embrace of the trees, Alen noticed that Bjorn Waldegaard was amongst the people pushing

him. The Swede's car was even further down and much more hadly damaged. The onlookers had to go and get a saw and out down a tree to free him and he took a maxiroum on the stage which dropped him to seventh place. Thus on the last but one stage, Alen had had a big accident himself but because of the retirement of others had moved from fifth to third place.

There was plenty of other trouble, too. Gunnar Blomqvist went off on the flying finish of Dalby North and broke his Opel's radiator. He got a lift with a car into Thornton Dale and brought the service crew back along the public road into the forest to change it and continued to finish sixth shead of Walde gaard. Poor Per Eklund was not so lucky for he broke a front wishbone on Bickley and was not able to get out of the forest and thus retired. Warmbold got caught out by a firebreak on the same stage and lost a minute getting extricated from the deep mud. The Flat Spyder of coming-man Verial had hitherto run without any mechanical trouble but on Wyksham he chopped a brake pipe and very nearly ran out of time getting it fixed for he checked at the start of Broxa stage 58 m late Jack Tordoff Phillip Short had no luck at all in their home county for their Porsche Carrera ground to a halt with a broken inner joint on a driveshaft and despite all their efforts, they could not get off the stage to change it. Tordoff admitted ruefully that he had never changed the shafts on the car since he had it which is probably putting a little too much trust in German engineering. The rally also lost Ballestrieri when he popped off the road going down a long straight and since there were no spectators, he had to wait too long to get out to be able to continue. Even Esva Helnonen had a couple of minor excursions on this last morning of rallying but it was nothing to the problems of Marie-Claude Beaumont who retired on Pickering with no oil pressure and thus gave the Finnish girl the Coupe des Dames, Almost the lest drama of the rally was provided by Jean Pierre Nicolas who had a monumental spin on Dalby South with his Renault Alpine but somehow, he missed everything and went on to finish fifth overall. The Alpina showed guite a lot of evidence of the punishment that it had received and the front wings were almost cracked right through.

The cars returned to York via two time controls at Helmsley and just outside York so that they should come in pretty much together and thus provide more of a spectacle. That it certainly was with the best care of Waldegaard and Alen proving the main attraction and even overshadowing the champagne splashing antics of the winners, Timo Makines and Henry Liddon. One would have thought that they could have at least thrown milk around over the car and spectators instead of wasting all that plonk which would have been much nicer inside them, but it was a pretty complicated deal anyway with rally drivers endorsing milk. For Ford, there was even a problem of being seen to endorse fuel wastage so the next morning Makinen and Lidden did an economy run to London in an Escort 1100 at 50 mph to show that rallying is not all wastage. Very nice of Ford to get the first three home in the best RAC Rally for many years, but even more points for thinking up that idea to reconcile the conflict in the

public mind.

Fowkes is highest-placed British privateer at ninth

The spotlight on the BAC, quite naturally, fails on the top works and continental drivers, but of course the majority of the entry is made up of private entries and drivers of national and clob level. In the past few years, these type of drivers have turned their nights more to the thoughts of class wins than outright victory, mainly because of the equality of the opposition, and the increase in cash awards for classes from the organisers and from companies offering good bonuses. However there are always the few that "go for gold "whether privately or with the added assistance of a sponsor. Few can hope to live with the cream of the world's drivers, on what has now turned into the top event of the year; but one man that proved that he has capabilities to live with the "greats" was Tony Fowkes, who drove brilliantly to finish sinth in the Cabies & Components Escort RS.



Tony Fowkes/Bryan Harris on their way to ninth place with some spectacular motoring.

Fowkes was a little disappointed lest year to Gnish out of the top ten, eithough be finished second best British driver to Roger Clark. This year he again was the second British driver to finish although he achieved his ambition of finishing in the top 10. His stage times on the last day prove that Towkes can live with the featest of drivers. In fact Bryan Harris was quite worried about his driver the day before the event, as Fowkes had been working solid for 48 hours prior to the event to finish off the car, eventually arriving in York, some five hours late for scrutineering. They had a moment of drama on the Burwarton stage when they went off the road on an axtremely slippery corner, but only lost just over a minute. After a consistently quick run they went into the last day lying 15th oversil, and with some really inspired driving, collecting a string of times in the top five, he hanted himself into ninth place—at a time when most drivers would have been quite content to motor to the floush.

The classes for the RAC are always relatively eimiliar each year, and such was the case this year with the exception that Groups 1 and 3 were amalgamated. This in fact did not affect the class results as some people expected before the event, as most of the potential sports car winners, Porsche Carreras and the like kept to Group 4. Chrysler kept up their domination of the emelt group 1 class and have now won all three main awards on the home internationals this year. This time, however, their main driver Colin

Malkin opted for group 2 and so Andy Dawson came slong and took the class, in fact Dawson loaned the oar from the works and prepared it himself. It was the car that Malkin won the class on last year's event. and the car that Dawson used as course car on the Scottish this year. After the first two days he was in fact lying second to John Blozham in the Birmingham Post Avenger, but took the lead when Blosham jost four minutes on Wythop with throttle cable problems. In fact Dawson too nearly came to grief on the same stage when he went off, but he soon got back on, with damage to a front strut end exhaust which was replaced, John Blostham, accompanied on the event by Norman Salt, as Richard Herper was organising the Midland section of the rally, had been plagued by punctures on the first half of the event, and he even collected one in Parc Ferme. After his problems on Wythop, he managed to pull back two minutes on Dawson to finish a good second in class some 10 minutes up on lan Wilson in his Opel Ascona.

An early leader in the class was Roy Fidler and Bob de Jong, driving a new two door Avenger GT for Cal Withers, but he retired on Clockenog I when a valve dropped. Although there are many berd luck stories on the RAC, Richard Hudson-Evans and Terry Thorpe probably feel the most herd done by RHE was driving his faithful Peugeot 304 in group I erim, and thaving survived an uphili roll on the rough Radnor stage, and a filp on to its side on Kielder 3, his final



dramas storted occurring on Dalby South, just three stages from bome. Having holed the radiator, the engine boiled and the head gasket blaw. They changed the radiator and slowly chagged through the final two stages, stopping to replenish water on the way, only for the car to expire having completed all the

Chrysler were in fact denied a one-two-three in the class by Jen Wilson's Opel, after Alan Contey had gone off at the infamous hole on Crark. David Hardcastle who finished fifth in class picked up the award for the best-placed journalist to finish while works driver Mike Sutcliffs, drove his Escort Sport to finish having all fallen down the Craik hole. Over from Luxembourg came Tom Maylink (Opel Ascons) accompanied by Welshman John Morgan, who now resides there. They finished despite a number of incidents including soft rolling twice, and at one stage finishing the wrong side of a finish board, but they always kept smiling.

A desappointingly early retirement was Will Sparrow and Nigel Resburn, in the DTV Vauxhall. The car was using a new blue printed group one engine, reportedly putting out around 160 bhp and Sparrow Indeed put up some very quick times in Wales, lying a close second to Danielsson, when a cam follower sheared in the Ciocsenog forest and

he was forced to retire

In class two for cars over 1800 oc Groups 1 and 3. Gror Danielsson, had things very much his own way to his BMW 2002 winning by a comfortable 21 minute margin, On last year's event, the Swede started per 95, and was feading by a similar mergin until the very last stage when he caticad, so understandably he took things very steady on the last day. His only moment on the event was on the famous Craik corner, but he got going very quickly afterwards. Another victim of the Cralk corner was Bob Bean. and Alan Greenwood who otherwise had an almost trouble free event in the Fordaure Mexico, to come home a very creditable second in class, Bean has now finished in the placings on all home internationals in his group one Mexico. Marie-Claude Beaumont's last minute retirement just two stages from home benefited Weighman Roland Young and Phil Cooper, both driving Mexicon, who finished 3rd and 4th respectively as Henri Greder in the big Opel Commodore stopped to help the French girl and gained a maximum. Young's only serious problem was a leaking rediator which he changed having found his service crew, who broke down leaving Young and Cowell to complete the Welsh forests Without assistance. Cooper's car was in fact only bought second hand on the Monday prior to the event, and upon finishing he put a for sale notice in the window. Luckely for him, there was very little damage done to the car, elthough he went off twice within half a mile on Pickering on the last day, in fact John Brown, who was by this time spectating organised the assistance to get Cooper on the road egain.

Another easy class winner were the Lulibregets brothers driving the Gulf Star Team Dat 66 from Holland, They had things pretty much their own way once Robin Eyre-Maunsell in the Chrysler Imp had retired, although they nearly spoilt things with a slow roll at a heirpin on Ennerdele, Eyro-Maunsell had already built up a two minute lead when he went over the edge at a tightening left hander on Dovey 1, and although he eventually got out and completed Dovey 2, he retired immediately efterwards. The ever consistent Poter Hommel in the works Wartburg from East Germany took second in class from his team mate Egon Culmbacher. Unfortunately for the East Germans they lost

ohrusler wins again

1973 RAC INTERNATIONAL RALLY OF GREAT BRITAIN

CLASS ONE

1st CHRYSLER AVENGER
Drivers Andy Dawson & Peter Valentine

2nd CHRYSLER AVENGER

Drivers John Bloxham & Norman Salt



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Pip Date's Leedhams 2.3 Firenza was the only finisher in the Group 2 over 2 litre class, here seen on the Dalby South stage.

their third our quite early on with mechanical problems, which their team manager had great difficulty in translating into English, suffice it to say that the car stopped, thus spoiling their chances of the team prize. With the absence of the Scandinavian Skodas this year Callum Barney from Brackley upheld Skoda honours pipping the Rev Rupert Jones, in the Vimto Escort 1100 for fourth in class

Shekhar Mohta and Keith Wood in the very attractive works Decsun Sunny, won class 4 at their leisure, although he had a serious roll at the Craik corner, but after a few Karate chops by the little Japanese mechanics, the body work was straightened and Mehta continued to win by some 26 minutes, Pat Ryan and Mike Nicholson were lying second to Mehta for most of the event in the very smart group 2 1300 Marine sponsored by Patrick Motors and Cirvaland Garage, but first they had a bad roll on Kielder 2, in which they were trapped incide the car before spectators got them out, and then after regaining second place, the distributor drive sheared on Langdale on the last day and they were out. Second place to Mehte then went to David Finch of the CSMA club in an Escort GT, whose only serious problem was a broken valve spring in Ennerdals forest. As well as Dunlops providing the rubber wear for the first two cars overall, they elso provided the gent who came third in class 4, in the shape of lan Severidge, who works for Dunlop in Birmingham.

Unlike a few years ago, when the Mini was all conquering, the first one to finish this year's event arrived in 55th position driven by experienced RAC campaigner Les Birkett. For good measure Birkett took his sponsor along with him; it was none other than Tony Glore the engine builder, who sponsors under the banner of TBR la Gear of Maivern. Another Mini which didn't survive was that of Tom Seal and Roger Platt, who completed the first leg, despite going off backwards on Terenig, but retired in Bootland. Jonnifer Sirrell and Alexa Davenport in the Halesfield blotors Simca had a pretty miserable event as they had a head gasket go after Sutton Park, first time round and after a number of other problems they can out of time and service crews by Capel Bangor on the first night.

Early leader of class five (Group 2 1300 cc to 1600 cc), was the very quick Swade Leif Asterhag, but he soon dropped out in Wales leaving team mate Ove Andersson to take the honours. Always a safe second to Andersson was the new Group 2 Avenger of Colin

Melkin and Brian Coyle, who finished over 30 minutes shead of third placed man John Midgley in a Toyota Corolia. Melkin in fact did put the car off on the last day but managed to continue without too much delay John Midgley's third place in class was a very creditable effort as on Tuesday he broke a halfshaft, and as he had no spare he just continued hoping things would last, and at the finish his car looked one of the smartest in the event. Chris Beynon and Lyn Andrews appeared on the event with a very standard looking Escort TC and in fact got themselves

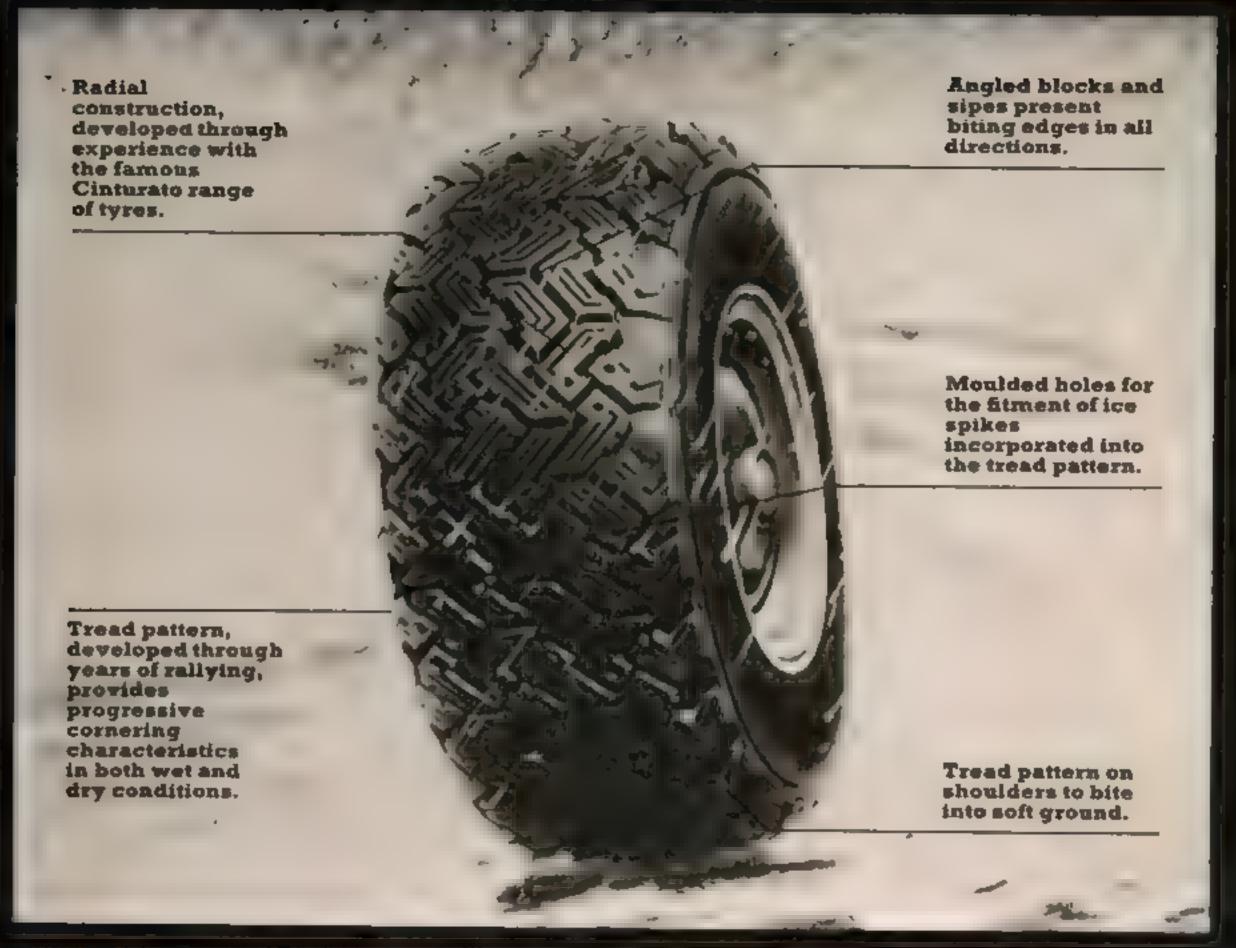
up to 23rd overall by Craix Forest, but then disappeared, with maladies unknown

Class six (Group 2 up to 2-litre), as usual was the heaviest class, and was taken by most of the drivers that John Davenport's report has covered. Tony Yowkes who came eighth in this class, we have already mentioned. Just over a minute behind him came the Norwagian driver Eric Aaby in an Opel Ascons. Asby, who is the Norwagian champion, first came to the UK for this year's Scottish and easily took the group I award, this time came in a group 2 machine, with

Chris Beynon strikes a tree with his Escort TC on the Gientress stage to the severe detriment of his front right wing, and nearly writing off our photographer's camera case.



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Rain, Mud. Hail, Sleet, Snow, Icea

Whatever the British weather might bring, the Pirelli MS35 can take.





Colin Malkin's Chrysler Avenger, in Group 2 form, finished 17th overall and took second in his class to Andersson's Toyota.

the definite latention of finishing, and so eased off on the last day to finish a very creditable 11th overall

Scottish Champion Drew Gallacher and ten Muir at one time in the event looked well set for a really high position in the top 10, after being 10th overall by Liandrided Wells, but after a chapter of accidents he did very well indeed to come home in 13th place. First at Esholt Sewage works he spun at speed demaging both front and rear body panels. These he replaced when he arrived in the vicinity of Gleagow, but then he spun again on Cardrona. Then he was one that visited the femous Craik corner (along with some 20 other competitors) rolling and damaging the front of the car and breaking the windscreen, but juckly only losing some 40 s. Having replaced the windscreen with a temporary version he continued but on the last day on the long Delby South stage a steering arm sheared and he foot a further 25 m as the front wheels were completely out of line. Donald Heggle was enother Scot who finished despite everything. In Wales he lost his brakes and had to drive all four Clockenog stages on the hand brake All through the event he had problems with rear springs giving up the ghost, and many times he adapted some wood to hold everything in place, whilst he too had replaced a wing and front panel in Giasgow after he hit the only possible tree on the Heston Park stage, Huggie however has the distinction of one of the few to hold a fastest time which he put up on Dylant.

Bility Coleman came over from Ireland driving the ex-Chris Science Escort, and had a very quiet raily, for Billy especially, coming in a steady 20th overall. This was probably due to the fact that Coleman's service crew were carrying no captacement parts at all and if something had of gone wrong he would have been out. David Piggy Thompson won the award for the first British Private owner With his Escort, he rolled on Radnor on what was only his second ever international; his first was the Scottish in which he was

Two very smartly turned out cars were those of Steve Howard/Richard Ward and Michael Jackson/lan Maxey, who together with the Porsche of Harold Mortey formed the Crystal RailyeSport—Hull team and were in fact the only team of either manufacturers or trade to finish, Moriey finished 22nd, Jackson 25th and Howard 26th. Howard's only doubtful moment came on the first stage on Wednesday, Wykeham, when he went off syciding a Citroen comera car, but with no

damage. In fact all three members of the team had their moments, on Wednesday for Morley also went off on Wykeham and Mike Jackson rolled on Standale losing the rear screen and a little time, Jackson incidently drives with one artificial arm, which makes his performance even more incredible. Vin Hunley who has been making his mark on the BTRDA rally scene this year finished a competent 30th overall, having survived the tast four stages of Kielder forest without brakes, whilst Colin Francis had to overcome problems of a different kind when co-driving for Frank Pierson, Unfortunately Frank caught flu on the raily and looked quite ill on the Tuesday night belt. He had also been suffering from a recurrent nose bleed, leaving Colin with quite a lot of the road driving to do, but Frank recovered to finish list overall.

Of chose drivers that didn't finish in class six, Russell Brookes was travelling the fastest, went out the soonest, and was most spectacular. After the first three stages Brookes was lying seventh, in the works loaned, ATV sponsored Escort RS, But on his "home" stage, Sutton Park, he lost it in speciacular fashion, in front of his own television cameras on the corner that brought grief to Alen, Fall, Boyd etc. Unfortunately the car tolled over twice and that was that. Paul Faulkner was another to roll out of the event after starting very quickly for efter lying 17th at Llandridod Wells he rolled twice at Cwa-Ys-Gewen and retired. Dan Grewer elso retired after going off on Tarenig just a few hundred yards from where Tom Seel's Mini went off Hafren I caused the retirements of two notable British national drivers, namely Peter Clarke, whose engine expired, and Paul Appleby who had an oil pipe shear

In class seven Pip Dele was eventually the only finisher after driving a very sensible event in his Vauxhall Firenza sponsored by Leedhams of York, The main opposition from the class came in the shape of George Hill in the Martin Group car and David Thompson's Firenza. Since George Hill had changed to the Martin Group, he had installed a new engine in the our built by his usual engine builder J. S. Whitehead. Quite early on he built on early lead on Date with Thompson just behind, when on the Billing Stage Hall had the first of four axies go and Dale took the lead he held to the finish. Hill's car was todeed very quick, setting a top 10 time on Sutton Park on the Sunday with a little help from co-driver Mike Broad, who lives in Sutton, but the exles just wouldn't stand the power, and by Erskine Bridge time had run out. David Thompson did in fact get in front of Dale in the Lake District but eventually retired in the Cardrona area with unknown meladies.

Another singleton dalaher was Michel Guicherd who won class eight in his very standard Alpine 1600. He drove steadily round to finish an unspectacular 74th, but with the demise of Ballistrieri in the Lencie and Mark Ridout's Alpine he had the class given to him on a place. In fact Ridget, making his return to international rallying after a three year lay off had no problems with the car at all and was steadily working his way up the field when he was a victim of the Craik corner, and was the only car so finish there, as the front euspension was torn off Although he got out of the stage on three wheels. with co-driver Mike Sones skiling on the back, the damage was soo much and he was forced to retire.

The first four places in clees nine for over 1600 cc group 4 cars were taken by " works " machines, but Kevin Videan fulfilled the promise shows on events in the latter part of the year, and took the Old Woking Dateun 240Z into 21st place and fifth in class. His drive was not without its moments, for on the icy stages the big Datsun proved quite a handful. On Grisedale the throttle cable broke, and while he was driving on the key he went off into the trees when blinded by the sun, losing 4 m, and on the last day he lost all but third goar and drove the last few stages just to finish. In order to quieten the car for the finish, the Datsun mechanics rummed some wire wool up the exhaust pipes. but unfortunately they put too much in and it saized the engine just short of the time in York, but after a lot of work Videan managed to coast the car across the finishing line.

The Clubmen's Trophy section, which incorporated the last three days of the event, was won by Brien Evens of Malvern in his Porsche Carrers which finished some 3 m shead of Fred Henderson who put up a stirring performance in an Escort 1300GT with Mike Dale, who at one time led the Clubman's section, coming in third a further minute down in a 3-litre Capri.

Overall the RAC was as good as ever, without taking into consideration the problems
the organizers must have had due to the
petrol situation. The event was as popular
as ever with the spectators and the
marshalling was up to its usual high
standard. Let's hope that we shall have en
opportunity to go rellying in this country
before RAC time next year, but if we don't,
at least nobody with have an excuse for not
having a car ready for November 1974.

Toyota Celica flies to the top of its class. Again.



AToyota Celica driven by Ove Andersson and Gerry Phillips won its class again in the 1973 RAC Rally.

Whatever you collect, include an award winning Toyota.

Tòyota (GB) Limited, 320 Purley Way, Croydon, Surrey CRO 4X J. 01-681 1921.



OVERALL RESULTS

- 1. Time Makinen/Henry Liefen (2.0 Excert R5) Roper Coart/Tudy Mason (2.0 Escort 88), 422 m 25 m Markhu Alen/Titus Kirimaki (2.0 Escort 82)
- Waltridmonijohn Jones (2.9 Value 143)
- Per loge Waltridson/John Jones (2.0 Votes 143)
 421 m 13 c.
 Jean Pierra Nicolas/Claude Rours (3.0 Alphas Sanaut) 423 m 03 c
- Elemqvist/(netolov Stamqvist (2.0 Opel Ass MA Burn Wratgegeard right Thurste us 41 0 8MW 2002.
- Lan Carlmen/Peter Peterson (2.0 Opel Ascens), 429 m
- Fowses, Beyon Harris , 1.7 Escart RS
- Sergin Barbosto/Sergio Monaless (3.8 Fin. 136 Sandar), and m 14 s.
- Eric Asby/Egit Maretts (1.9 Opel Ascena), 430 m
- Oye Anderson/Gerraint Politips (1.6 Teyets Colice), 431 m 17 s. Daw Ga achter/tan Mur (20 facors #5:
- Kar Henne Cram Gillpram (3 4 Batten 340Z)
- Harry Kar Heam/Cram State (2.0 SMW 2002)
 A n m Warmbuid/Lean Toda (2.0 SMW 2002)
- Dan elman/Uif Sunthery (2 0 8MW 2002) E tor
- Marking Briga Cayle [1.5 Hillman Avenger)

Results and special stage times

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- 441 or 02 5 B y Culumpn/Donal D'Suttlean [1.6 Emert 65], 452 = 13 5 Kar & Vidnes/Poter Stunterth (2.4 Dames 2002), 45 m 50 s. 21
- Harald Morley/Bob Lindqvist (2.7 Formbe Corrors).
- Thumpson/Martin Welch (1.8 Scart RS). Dar # Th
- Andy Lawson/Fater Valerains (1.5 Hauman Avengar)
- Juckson tan Muncy (L.d. Encort MS) 65 m 07 m
- Since Howard/Richard Ward [1 7 Escort R5], John BlankmcNarman Sais (LS or iman Avanger)
- Burn Africa Greenwood (1 6 Excert Maxico)
- Dais Richard Starts (2.3 Visualist Francis) Edward Humay/5 man Bretharran 11 9 Escore RS

- Ladies' award
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- 34 27 . swigerrauseds E66-0 (1.) Dat 351
- T na Januar/Frances Cobb ,10 Escere Menicar

Clubman's Trophy

- 1 Brian Events David Marston 2.7 Pariche Carrora)
- 2 F at Handerson/Er ap Dossan (1.3 Kecom GT) 272 m Jan 8

- 1 M ke Data/Eddin Ganderian (5 G Ford Cape), 273 m 28 t 4 Garden Grand/John Plats (1 6 Cortina GT),
- Rhodes/Richard Pensy (1 & Escort Maxico)
- 27s on 36 s. Ruchard Souty/Gaurgo Criphton (1.6 Sucara R5),
- 7. Fraderick King/David Sanderson (1.5 Hilleson Aven-
- 0. Prior Gullem/P Culton/Peter Bradford (1.4 Becars TC),
- 283 m 37 s D b R stand/Howard Coupler (1 1 Stade 5110L), 284 m 06 s 184 McKean/Michael Lyin (1 3 Sanb V4), 284 m 13 s.

Class winners

Ctam 1 1 Andy Dumben/Prier Vs entine 2, John Blos em Norman Soit 3 an Wilson, Peser Anderson Cate 2 1 Grar Denteltan of Sundberg 2 Sobbes And Greene of 3 Roland Young Dave Cowell Cate 3 1 Wm Laplangti, Kata La pragti 2, Paser Homela Dumler Bork 3. Eyon Cumbacker Ernst Worner Cate 4 2, Snather When a Kash Wood 3 David Fin 3 2ney Rudge 3 on Beverage, David Lucas Cites 5 1 Fro Anderson Conty Phi ps. 2 Caim Man n 8 an Coy 8 3 John Midgley/John Parent Cate 6 1 Two Man ran Henry Lidden 2 Report Cate 6 1 Two Man ran Henry Lidden 2 Report Cate 6 1 Michael Suichard State Only Sniener Cate 6 2 Michael Suichard State Only Sniener Cate 6 3 Michael Suichard State Only Sniener Cate 6 3 Michael Suichard State Only Sniener Cate 6 3 Michael Suichard State Only Sniener

Class T 1 Jean Pierra Micalas/C aude Raure, 3, Se p.o. Barbould/Serg & Macabase 3, Harry Kalburom/Class 8 Mars

'Autosport' Trophy

"Authopert" Traphy for highest blaced Group 1 car-de ver 1 Grov Danielson U'l Sundberg 2 Andy Dave son/Poles Valentine 3 Jako Glaskam/Norman Salt.

Stage times

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- \$54 Chilworth Consumers

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- 1 5 8 omg it 1 m 00 s. 3 Man non 3 m 13 s. 3 Waldegrand 3 m 35 s. 4. A en 3 m 14 s. 3. Ektund Saab V4 3 m 37 s. b. Kullang, 3 m 10 s.
- 5226 V4 3 m 17 h, b. Kullang, 3 m 18 h

 8512 Cwm-Ya-Qawan

 1 Mak non 4 m 16 s 2 A an 4 m 13 a, b. Crissen

 1 Ope Asions) 4 m 25 s 4 Wadegard 4 m 26 h.

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- 116 Maherin 6 G Jaylor FERCOL RS 4 m 12 s 2 V deen Cotton 1402 and Stante (Volve 142; 4 m 2) s 4 m son Smythe (Alpine) 4 m 27 s, 5 Surges (Escon Max 9; 4 m 24 s, 6. Waidegeard Alen Room) and Waitedaton
- 6 m 23 s.

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 \$515 Tallistin
- 1 Mah nan 2 m 41 s, 2 S Blomgvist, 2 m 47 s, 3 Rahri 7 m 53 s, 4, Fall (Dateun 1402) 7 m 59 s 5, Lee 6 m 62 s, 8. C ark 6 m 64 s
- Step 8 m 02 s, s. C.ech 8 m 04 s

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 17 m 42 s 8. Er kmon. 17 m 43 s 1

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 1 Attribute 9 m 16 s 2. Mat. non, 6 m 17 s, 3, 5

 Bromgylst, 9 m 34 s, 4 Robert and Waidegeard 8 m
 41 s, 6 Clash 9 m 44 s.

 Stel Condep-Branin East

 1 Mah non 3 m 41 s, 2 C.ark, 3 m 46 s, 1 Waidegeard 1 m
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 Stel Condep-Branin East

 1 Mah non 3 m 47 s; 4, Rober, 3 m 40 s, 5 5 bitmigram, via tradition and Lee 3 m 47 s.

 Stell Energy-Branin West

 1 Makinga 4 m 33 s, 2 Waidegeard 8 m 45 s, 5

 Clark 8 m 23 s, 8 wair daton 12 m 05 s

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 1 Mah non, 7 m 30 s 2, Robert 7 m 47 s; 3, Lampinga 7 m 49 s 4, Clark and Alan, 7 m 50 s; 6, Er kpan.

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- m 49 s m 31 s
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- 5925 Cocarned 1
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 3 Robel. 7 or 54 s. 2. Waidequard Makenan and Lee.
 7 or 35 s. 5 Lampines, 7 or 42 s. 6. Alan. 7 or 45 s.

 18527 Clocarneg 3
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 8 or 07 s.

- \$528 Crecumnes 4 1 Ardras (Yayota Ceuta) 5 m 03 s 2 Robs) 5 m 07 s 3 sambre 3 m 7 s 6 see 5 m 10 s 5 Cartison Otto Ascont) 5 m 11 s, 6. Ason 5 m 13 s
- 8529 Dylauet A Must an and Happin Estart RS B m 30 s. 3 A an d m 3s s 4 West amphi d m 3s s 3 o Thompson I s 4 m 3b s 6 m 40 s
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- \$340 Grandars

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 1 Alen J m 16 s 1 Garacher 3 m 27 s 3 Ekland
 and Ba opener 3 m 22 s 5. Waterpeard, Mak non.

- 1 De sare 2 m 30 s, 2 Alen 3 m 04 s; 3, Walde-cas d 3 m 03 s, 4 Mak non 3 m 06 s, 5, Galischer. 1 m 0 s 4 Warmbaid, 3 m 09 s.
- 2533 Orumjohn 1 Martin 10 m 35 c, 3, A m, 10 m 37 s, 3, Warde-gre d 10 m 36 s 4 Clark 10 m 46 s, 5, Ballogirinsk, 1 m 52 s, c Andrians, 10 m 37 s. 2536 to 5536 santohod 5230 Contrant 1 A m 5 m 01 s, 2, Waldegoord, 5 m 03 s, 3, Lam-pran 6 m 04 s, 4. Clark, 5 m 08 s, 3, Folkies, 6 m 2540 Contrant
- 2540 Cardrens. L Lungray (Escort Mexico), 7 m 97 s. d. Lempines. 7 m s b 3 G 6 omques (Opel Ascens) 3 m 14 s. 4. Yes degant. F m 17 s. 3 Alen. 7 m 18 s. 4. Anderson
- \$241 & much I En hid and Lampinen, 2 in 47 st 2. Anderson and Contain 2 in 40 st 8. Alon, 2 in 46 st 6. Clark, 6. Clark, 6. Contains and Walfridson, 2 in 32 st
- 2562 Craft 7 m 00 s 2 Waldegoard, 7 m 09 s, 5 Carh. 1640 en end Lampiner, 7 m 10 s; 5, G Blumgvist,
- \$5a3 K-aider 1 A 27 6 m 42 s, 2 Main nen, 6 m 57 s, 3, Walde-TARRE .
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- 57), 6 Wardspand 4 m 32 h. 2568 Rivider 6 2 a 1 and Alen 6 m 36 s. 5 Makinan, 8 m 57 s. A. 2 at non 8 m 46 s. 5. Curlman, 8 m 48 s. 6. Walds-gard 8 m 32 s.
- \$549 Kindder 7 7 m 16 s. 2. Makinen, 7 m 24 s; 3, Clark. 2 m 25 s; 4, Lampinen, 7 m 30 s; 8, Walfridgen, 7 m 25 s 6. Cortseen, 7 m 34 s.
- 5570 Hamslerley

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- \$575 Stang West
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- 5273 Wylenson 2 on 53 s 2, Extund and Fowker, 2 m 56 s 4 C 6vs 2 m 53 s 5, Makeum, 2 m 56 s 6, Walderson, 2 m 56 s 7 6,
- \$3.70 H DRS 1 22 s 3, Cark, 3 m 23 s, 3, Lampinan, 3 m 23 s, 6, Mak han and Salund. 3 m 27 s, 6, 6, a ker 3 m 30 s \$579 Lungduler
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- 5577 Daily North and A on, 4 m 55 s. 4, Garlather, 4 m 50 s. 5. G. Biomquist. 5 m D5 s. 6, Washingsorf,
- \$578 Oalby South 1 A 2" 18 m 21 e 2 Clark 18 m 38 x, 3, Mekinen, 19 m 30 x d, Waidegaard, 19 m 07 a, 5, Fowker, 19 m 17 a a Waifridsson, 18 m 30 s.
- 19 m 17 s & Walfridgeon, 18 m 30 s.

 \$570 Pickering
 1 Main non. 7 m 37 s 2. Clark, 7 m 32 s; 3,

 Walfrisson and Gallacher, 7 m 56 s, 5, Micolae
 Anderson and Anby 7 m 39 s.

 \$500 Cropion
 1. A so, 12 m 05 s, 2, Clark, 12 m 31 s, 3, Makinen,
 12 m 25 s 6, Gallacher 12 m 36 s, 5, Carlson, 12 m
 36 s, 6, Anby, 12 m 46 s.



From left to right: Robert Joubert, Graham Cuthbert and eventual winner, Donald MocLeod fight out a Formula Ford semi final at Snetterton in their Van Diemens

Demon first year in FF for Van Diemen

BOB CONSTANDUROS looks at their championship year

For a marque to have won two championships in this country, come second in another, and contribute to a theoretical win in a further national championship abroad in Indeed remarkable achievement, but to have done that in the first season of manufacture makes the feat that much more laudable, especially when the formula is one of the most competitively fought by over 12 major manufacturers and countless "one offs That Formula is obviously Formula Ford, and the manufacturer is Van Diemen, who burst upon the scene in April of this year when their first car appeared in the hands of Canadian David M. Cullum. Perhaps another point that makes the success of such a car even more interesting is that the designer/builder (we'll come to that point later) has in fact no technical training From a tidy Nissen but a stone's throw from Snetterton, Ralph Firman and a staff now consisting of five people have built 15 cars and are currently in the threes of building a further 11

the first FF championship ever to be held to this country, although it was rather theoreti cal as it wasn't actually formed as a championship

With this experience behind him, Firman left Russell to run various Formula 3 cars, returning to Snetierton in 1969 to run the works Lotus 69s for Dave Walker and Mo Harness with considerable success. Emerson Fittipaldi showed up late in the season and Ralph began his association with the future World Champion. With Ian Ashley, Emerson and Wilson Fittipaldi, Firman went to Brazil towards the end of 1969 to contest the F3 series out there, and 1970 looked bright with Russell running a Formula 2 Lotus for Fittipaldi Firman was already well into building up the car when the Lotus Jim Russell partnership broke up, the car being recalled

to Lotus' own workshops. Firman went with it, but left inter in the year, generally depressed by the set-up and backbiting that he found at Hethel

With the many contacts that he had made in East Anglia and the motor racing business in general, Firman felt that the time was right to start his own preparation business, and in premises still in the Snetterton area, he set up business in June 1970. He took in Caries Pace's Lotus 69 and by the end of the season, the future Surtees driver had amassed enough points to win the Forward Trust championship for the year

With a staff of four, the following year saw the preparation business in full awang with two updated BT 28s to take 1.6 engines for those "two well-known shunting Brazilians" Ronnie Rossi and José Ferreira. Sandy Shephard was also on the books with a Brabham BT28 and Rikki von Opet was stepping into Formula 3 with a Lotus 69, showing signs of form on occasions, as Firmen puts it. "I forget how many Brabhams we built that year," comments Ralph, showing what sort of year it was, 1972 was an abortive year for Firman, but apart from an excellent start, the only other high agot was that it saw the seeds of Van Diemen sown. Travisco Racing, headed by Colonel Kee with Barrie Maskell and Gedden Yeates as drivers kicked off the F3 season with a first and third at Mallory Park in Lotus 69s, which were by then, fairly dated However, that form wasn't maintained as Travlaco had to virtually disband due to financial problems and Firman was left without much work But from Scotland came Donald MacLeod who, early in the season, had an Fil Jotus 69 converted to Formula Ford specification, and throughout the season, Firman tended the car when necessary Driver and preparer were rewarded with the Scottish Championship and fourth in the BOC series, and the idea of building a Formula Ford was born

Raiph had rebuilt quite a number of cars in his time, and one of his prerequisites was that the car should be strong in the driver ares. It was important to have a practical car which was easy to drive but quick at the same time. With no engineering qualifications, Raiph describes the car as being "built rather than designed," but even so, the first customer on the doorstep, David McCuilum had sufficient faith to take the first car on a preparation rent a drive basis without ever having seen drawings, car, chassis, body or anything

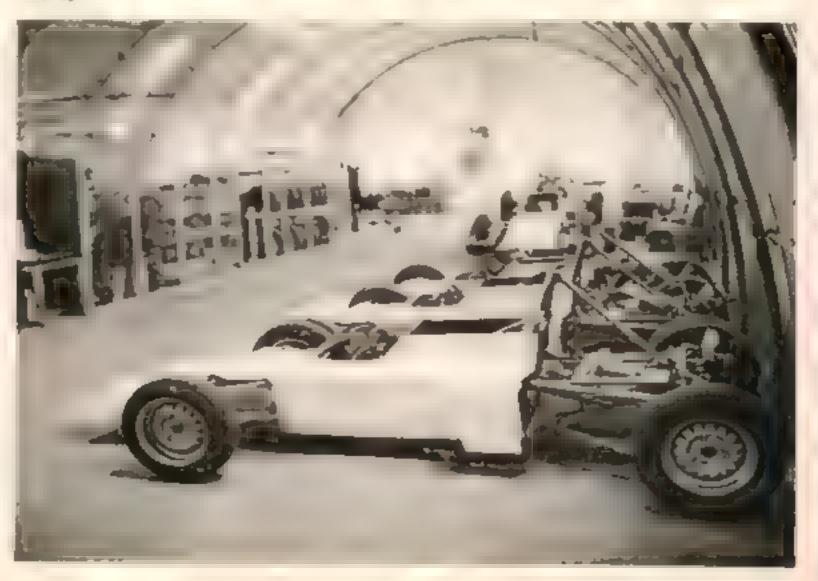
Donald MacLood was obviously one of the first people to know about the new car, and while keen to drive it, was not necessarily

The Van Diemen premises; the stores are on the left, beyond which is where the care are built up



Ralph Firman has a word with his first customer, David McCullum.

As is quite well known, Firman has a long racing background which has given him sufficient experience to virtually obviate the need for technical training. His first job in racing came in 1965 when he went to Jim Russell to help prepare the Jim Russell Racing Drivers technol cars. When Formula Ford came along in 1967, the Russell Alexis was developed, and with Ralph on the preparation side, they won



financially kitted out to order a brand new car and have Ralph look after it. However, having appraised Don's performances during the previous season, Ratph felt that MacLeod had the talent and potential to be a champion ship winner this year and a deal was worked out whereby the pale blue Van Diemen was run by the works but entered in Don's name It was a piece of talent spotting that couldn't have paid off better MacLeod proved himself to be not only a competitive driver, but one who could sort out a car, and do the development work. "He was the one person who I felt could do the job, and he did it well," says Firman. " He's a driver who demands the car to be right. He doesn't adapt to the car, but knows what he wants and sorts it accordingly "



Don MacLend proved himself a very able text driver, and won the BOC championship, came second in the STP series and wan the FF festival, as well as carrying off a Grovewood award.

MacLeod's car was second off the produc tion line and the third car to go to a British based customer was to Graham Cuthbert, who was to contest the Scottish championship Cuthbert, who runs a family bakery business in Scotland, used to have his Lotus 69 For mula Ford car looked after by Rulph Firman during the previous year when the occasional problem arose. Cuthbert was another who bought the car unseen, and his performances this year have corned him the Scottish champlonship. Robert Joubert, too, has driven a car in this country although his appearances have been spasmodic One car has been exported to Canada quite recently, and one has gone to the States, although the purchaser has never been heard of since and there s no record of performances nor successes. The rest have all gone to Austria, partie by thanks to Firman's long standing reationship with , m Russell and partially to the hard work of Max Bulls, the amiable Austrian who is now Van Diemen's agent in that country and Ger many Hans Binder has raced his Van Demen in Jim Russell colours recently with load motor engine, and in fact wen the last round of the Austrian championship with the carwhich theoretically should have given him the Austrian championship on points, but he changed his ilcence midway through the sea son to race in this country, and now finds himself ineligible to claim his full championship points.

Jim Russell, as a former employer of Ralph Firman's, has naturally taken a great deat of interest in the goings on across the road, and to some extent, the interest has been reciprocal. Jim Russell is always looking for cars to use in his schools, and with Van Diemen's proximity, repairs and spares are obviously no problem, while Ralph naturally regards many of the school pupils as potential customers but contrary to occasional rumour, Russell is no more than a customer. However, his faith is shown by the fact that he has ordered four cars for next year, while the order books also show that a further four will go to Austria, and one each to the States, Northern Ireland and also a home

customer

The cars themselves have been little changed since the first machine appeared. The spaceframe chassis is made up by Arch motors, the well-known Huntingdon metalworkers and Ralph's relationship with them over the years guarantees an excellent service. The fibreglass bodywork comes from Motor Marrianne, at nearby New Beckenham, while much of the engineering work of wishbones, machining, track rods and their own driveshafts is done by Griston Engin eering. Most Van Diemens this year have been powered by Scholars, but although there's no tie-up with them, it is generally felt by Firman that the service gained is good, that they are honest (despite numerous strips, the Schulars have been found legal), and perhaps equally important, their premises are only a few miles away near lpswich

Once Arch Motors have supplied the chases, it takes three days for Van Diemen to build up the car. The staff currently consists of Peter Merritees, who has the grand title of production manager, Charlie Fry "sorcerers apprentice," American Mike who runs the stores and does the parts chasing, and finally, should one be greeted by a touch of the brogue, then that'll be Raiph's wife Angie who mans the phones and typewriters. The chief racing mechanic, Graham "Wagga Wagga". Hepburn, who gave up pharmacy in Austra is so well all season, has left as the racing season has quietened down

Firman takes the spaces situation very seriously. His orders are four months in advance, and be says he would rather not build a car if there were not a spare on the shelf. One part of which he needs for spares and a tweek on the suspension side, is the use of Ampep joints which are usually used on Formula 2 cars, but which, on Formula Ford cars lest much longer than less heavy duty models. On MacLeod's car, the joints were only replaced three times during the

Raiph gave Donald MecLeod's car a helty shove across the All recently and allowed me to do a few laps of Snetterton on a fairly dry day. MacLeod has always praised the direct and precise handling of the Van Dirman, whereas some of the other cars he's driven, including Merlyn, Lotus and Dulon models of varying vintage, had a rather looser feel about them. My own limited experience certainly made me feel very quickly at home and there's no doubting that the straight line speed is as good as any. The car was easy to drive quite quickly and quite predictable, although I wasn't going too quickly because of the petrol crisis. But then on the other hand,

as Raiph says, the car is easy to drive, so perhaps I started with an advantage.

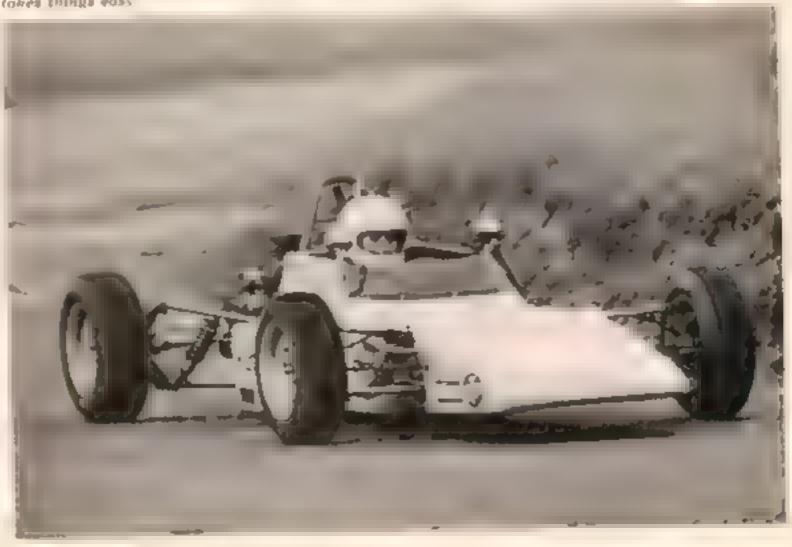
There have been certain doubts as to the design of the car, but it looks like a racing car. The side radiators have never been doubted as to their efficiency. The wide track has been under suspicion too, but this has been proven to be as quick in a straight line as any other, and the flat front nose has been as efficient as others. When MacLeod first tested the car, he felt that it had too much frontal downthrust from the flat nose but this was counteracted by adjustment to the rear end, and found efficient.

What's for Van Diemen in the future? Unlike others, Ralph Firman is backing a winner to be a winner next year. The car will remain strictly as it is, type numbered RF 74, although considerable testing will take piace throughout the season, on a wide track version amongst others. Graham Cuthbert will become a works driver, contesting the continuing BOC series. Firman is reticient to reveal other formulas for which he may build cars, but those that will be considered during the season will be Formula Super Vee and Formula Atlantic, and should models appear, Raiph has every confidence in their success, because they will be built with the same thinking as this season's PF car

In a way, Van Diemen have come out badly in this year's Formula Ford season for illegalittles have stolen some of the glory of their victories. Derek Lawrence won the final round with a query in the engine department from Croft on his engine builder, but despite the dubious engine it was Van Diemen in the chassis department who had won the champronable. If he had protested then, could be The day before Croft, Donald had lost out to Lawrence at Silversione in the STP champronship. It if he had protested then, could be have won that championship too? A question never to be answered, but suffice it to say that MacLeod overtook Syd Fox at Socitorion to claim second place in the Formula Ford festival from Lawrence, but the latter's engine was as at Croft, and Lawrence has since been disqualified (see P&P). A Van Diemen victory

Firmen naturally feels such controversies very strongly "Formula Ford has to be cleaned up otherwise it will be ruined," he says. "If manufacturers would give certain monies to have a scrutineer on hand at cartain meetings. . . ." A thought that would allow us journalists to have confidence in our reports and manufacturers and engine tuners to have confidence and share the girnes of their products. An unchallengeable word from a novice manufacturer, who hopes to do as much celebrating next year as this

Even for the very amateur, the Van D. emen is quite easy to handle. Here the assistant editor takes things easy



Shell Congratulate team team tremes

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Tom Be so - She SPORT



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Mike MacDowell - RAC Hail Climb Champion



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Championsh pwinner



Richard Knight Leading Ausse in Formula 5 ...



John Homewood K M Salpon Car champ anship winner



This latest Acton Martin V8 is a very big car indeed. The estimate in high speed luxury is its intended aim and the car has grown heavier with the years as yet more equipment has been added.

When Lionel Martin built his first car and drove it at Aston Clinton hillclamb, it was a very small vehicle. In the 1920s, when A. C. Bertelli took over the firm, the product was a 14-litre sports car, though later a 2-litre was also produced. After the war, David Brown had acquired both Aston Mertin and Lagunda, which was destined to have momentous results.

The Lagonda had an advanced 2j-litre sixcylinder engine and though this was normally
condemned to propel a fairly ponderous car,
it showed what a good unit it was when it
was tried in the much more compact Aston
Martin chasse. The result was the never-to-beforgotten DB2, a streamlined coupe of very
ettractive appearance, which reced with great
distinction and earned a golden reputation for
high-speed reliability. When I first road tested
a DB2 for Aurosport, I realised that a really
important new British car had arrived.

Since then, the Aston Martin has steadily moved away from this compact and simple sports car. The letest model, which I have just lested, is a very big car indeed. The ultimate in high-speed luxury is its intended aim and the car has grown heavier with the years as yet more equipment has been added. It seems rather wide for a staching of sporting protonsions and at first one feels that some of the charm of earlier Astons has been lost.

Yet, even a short drive proves that this ultra-luxurious vehicle is, above all, still a sports car. It has the sheer cornering power of light competition cars, with the responsive steering of the best vintage marques. In spite of its weight, it has accoleration which is outstanding even among the world's most excite speed models. The great four-camshaft V8 tengine produces horsepower aplenty and

Fuel injection replaced on Aston Martin's big V8

torque galore, though we are not let into the secret of just how powerful it is.

Something of a sensation has been caused by the abandonment of fuel injection for four twin-choice Weber carburetters. This is probably not unconnected with the difficulty of getting the injection serviced, but certainly the change is not at the expense of speed or acceleration. Fuel injection has theoretical advantages, of course, but evidently they were not residued in this particular application and the car is much more likely to give satisfaction to an owner living far from the factory, in its latest form.

A penalty of the new arrangement is the rather large air scoop on the top of the bonnet. This seems to obstruct the driver's view at first but is soon almost forgotten. Similarly, the thir seems somewhat wide on narrow examtry roads and in busy howes, but on motorways it appears to shrink and one soon becomes accustomed to those few extra inches.

The car is beautifully made and has the sort of interior treatment, with plenty of real leather and lots of round instrument dials, that is expected in vehicles of this advanced price group. The driver's seat did not give

me enough thigh support, however, and I tended to slide forward. The power-assisted steering is remarkable because none of the feet has been lost, yet a small steering wheel is sufficient even for parking. Some kick-back can be felt at the wheel, which I greatly prefer to dead or excessively light steering.

The ride is hard at low speeds, with a good deal of bump-thump, but becomes extremely comfortable when the car gets into its stride -and what a stride It is the acceleration from 130 mph to 150 mph that is so astonishing and I climbed an appreciable hill in lifth gear, accelerating all the way and going over the top at 155 mph on the remarkably accurate speedometer The car will actually exceed 160 mph but this is really of no interest because the tyres must be blown up to 45 lb for such larks, or creade may be thrown. After a short run at this sort of speed, the tyres increased themselves to over 50 lb, which is neither good for ride nor condholding. It seems more sensible to stick to the standard 35 lb and forgo the last few miles

At the high cruising speeds that come so naturally to the Aston Martin, the level of wind noise is extremely low. There is a good deal of road noise on some surfaces, however,

Road test

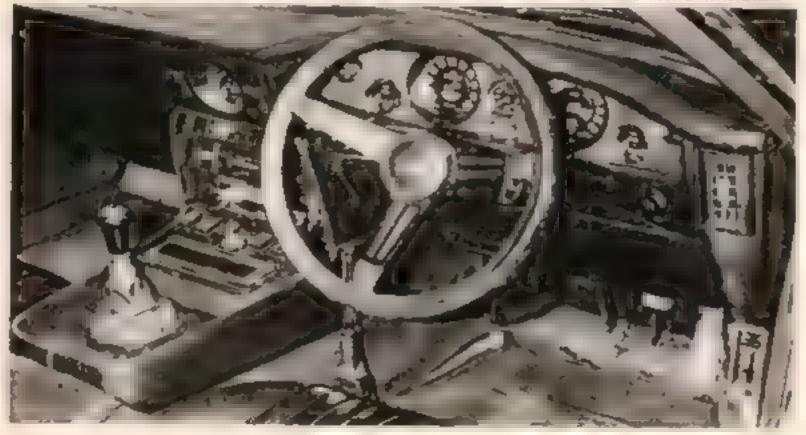
and sharp bumps can be heard. The engine has a powerful sound but is not really noisy; though distinctly audible when getting away on the lower gears it is really quite quiet at sustained high cruising speeds. This is certainly the quietest car of this make that we have tested.

The readholding is outstanding and the handling is altogether remarkable for so heavy a car. There is very little roll and the initial understeer may be converted to a tail-out attitude by the application of power. It is a well-balanced car and does not become skittlah in the wet, as so many high-powered machines.

The great four camehaft V8 engine produces horsepower aplenty and torque galore while the fuel injection has been replaced by four twin-choke Webers. A penalty of this is the rather large air ecoop on the top of the bonnet, below



The car is beautifully made and has plenty of real leather and lots of round instrument dials.



do

Once again, we meet the big ZF 5-speed gearbox. This component is lighter to handle than it used to be, though it prefers reasonably rapid rather than snatched changes. To handle all that lorque, the clutch has to have strong springs and the pedal pressure it consequently high. The brakes have a manufacth tank with so much speed and weight, but their performance is superb.

Though there is refrigerated air conditioning, it is not particularly easy to set the temperature to the required level and there is very little rum effect for the breathing air vents. The new headlamps are rather disappointing and there were earlier Astone that I have driven faster at night.

The latest Aston Martin is a car of great character which bears a famous name. It is not the object of the exercise, There are many wealthy men who profer a car of conventional front-engine rear-drive type and cortainly this one has quite a useful rear sent and more than adequate luggage space. The engine seems to be retiable and well behaved, though the starter is rather noisy. The handling, as I have already said, is a toy, and though I did hear a suspicious sound from the rear end, this can perhaps be pardoned in a hard-used car which has been thrushed by many motoring writers.

SPECIFICATION AND PERFORMANCE DATA

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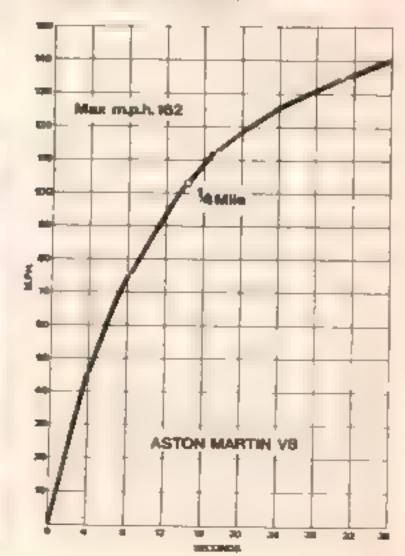
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Performance Maximum speed 162 mph Speeds in games Fourth 196 mph, third 113 mph accord 76 mph first 46 mph Standing quarter m a 160 s. According to 500 mph 46 s. 0 50 mph 46 s. 0 50 mph 76 s. 0 50 mph 46 s. 0 50 mph 76 s. 0 100 mph 13 5 s. 0 120 mph 20 7 s. Feet tensumption 122 to 25 mpg



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Team Alden Geoff Till a ProdSport Midget is on the left, with another on the right. Back row, left to right, Mike Flather, Don Loughlin, Geoff Till, Lyndon Thorns and Robert Goodwin are supported by Mike Flather's hillclimb car and Alan Goodwin sits on Thorns's Alden FVA (front).

A performance accent on British Leyland

"Being out in the sticks I think we are often overlooked or ignored by the motor sporting press as a motor racing concern in our own eight" So says Alan Goodwin, the Al of Aldon Automotive Aldon are in fact based at Brierley Hill, Staffs on the south west of the Birmingham and West Midland connurbation, if one can offer any criticism of Aldon it probably is of their location, being alightly inaccessible even to Mid and anthusiases. However, with the MS M6 and MI now linked, access to this neck of the woods is vastly improved. Aldon are probably best known for their BMC, Spridget suning and suspension tweaking although their range of activities is much more diverse than this as not only do they have their own highly successful racing team, they also have a Lotus service egency, machine strop, very busy rolling road diagnostic unit, etc. all of which more anon-

But so start at the beginning we must go back to two eighteen-year-old motor racing enthusiasts working for BMC at Longbridge -Alan Goodwin, a Brammis, and Don Loughlin from Liverpool. After a while, each went off to university (Alan to Aston and Don to Birmingham) to gain their Bs in between working at Longbridge and dreaming of designing real cars-Don often drawing 16 valve tohe engines in works time! Alan was the budding racer however and storted out campaigning an A35 in sprints and autocrosses with Don wielding the spanners. The entry to the race circuits was made in 1964 with a 1071 Cooper S in GJ trim which unfortunately coincided with the bomologation of the 1275S and Alan had to content himself to a season of racing to be the first 1071 home. All this however convinced bim that if Jackie Stewart could take all in F3 with a BMC engine, then so could be and a Lola BMC was acquired. This again unfortunately coincided with a

new homologation, the Ford MAE engine - and Alan had to content himself in racing to be the first BMC home and alm at Stewart's year old lep times. This was followed by an en works Turge Sprite which was then banned efter a year under profile regulations -rather a racing career afflicted by homologation and rule changing! 1968 saw the (et.il famed in modsports circles) spaceframe Sprice take to the direults. The thinking behind this move was that a demon short stroke engine was too expensive so a really well sorted and light chasses using a 1098 long stroke should be competitive it was, of course, and was one of the quickest Spridgets seen—the 1150 Mallory record standing until 1972 and yet to be besten

by a Spridget R was other competitors' requests for Alan and Don to supply them with replica Spridget parts which brought about the formation of Aldon about four years ago although, of course, spaceframe Spridgets were banned from modeports and Alan's racing also came to a halt due to the pressures of running Aldon.

So Alan left the research dept and Don the engine design section at Langbridge to set up Aldon in part of Alan's father's factory making Spridget parts and carrying out servicing on competition and road cars. These premises were for from suitable and were outgrown in a year so a move to " a shack " in Halesowen was made. Here servicing and preparation continued as did the manufacture of suspension components for racing Balancing reboring, etc was growing at this stage and an involvement with modsports racing was always kept. A number of projects were undertaken at this time including supercharging the works Mini Jem and work was started on Chris Williams' Windmill Plastica Triumph GT6 which is still to be seen on the circuits and is easily the quickest GT6

A typical piece of Aldon suspension equipment—a rose-jointed Spridget panhard rod.



Tune in

ever built. At this time Aldon were not really making any money but were becoming known and established. The dealership was acquired for John Aley rollover bars which they still have and of course is a secure market as people will always invert motor cars and Aley is the best respected name in this form of protection.

When Formula Fi00 (John Webb's "mini-CanAm " FF inspired sportsoar category) was mooted, it seemed a good avenue for Aldon to branch into as they had a good name for sportscers. This was also their opportunity to become race car builders because Spridget based engine was obviously going to be the one to use. The gamble was taken and another shack was occupied as almost everything from the road upwards was manufactured. This resulted in the other activities being neglected as Don supervised the manufacture of beautiful monocoque chassis and fibreglass bodies, uprights, wishbones, discs, steering racks, etc to be made up by three or four people working full time. Orders came in but unfortunately a number of these failed due to bankruptcy of customers, etc. and then, as is history, Fi00 foundered and falled after one season. The only Aldon car to survive all this was Lynden Thorne's which had had some encouraging outlings but with no category, there were no customers. Although only Teffy Thorne's car remained, there are many of the Aldon components on assorted sportsracers around and many Lotus 23s now owe more to Aldon than to Lotus. Thorne's car was subsequently converted to Sports GT form using a twin cam engine and has this year been equipped with a 1.3 FVA as part of Team Aidon

Following the colleges of F100, Aldon had to pick up the pieces and restert their business and about 18 months ago things started moving again, but after their experiences Aldon would be very wary indeed about going into the building of complete racing care again. Then, last September (1972), they moved to the present premises in a brand new building on a small industrial estate, A Crypton Rolling Road Dynomometer was ordered and Installed and has played an important role in being greatly in demand. Don is the wiserd on this piece of equipment and with a capability of 250 bhp at the wheels most cars can be accommodated. Standard fond cars can be tuned up and fully tweeked competition vehicles can be set up to obtain those last few bho which are so important. Many local dealers use the Aldon rolling road as do many well known racing names such as Derek Lawrence. Graham Hapkiss, Tony Harrison, Chryslers, etc and of course many Spridgets. The rolling road is also used for development projects by Aldon.

The Spridget and the rest of the MG range are still well catered for in the suspension tweaking departments whether you want stiffened springs, negative camber, panhard rods, rataing, lowering, or the whole works with a coll spring rear and. Work on the Marina has also been started with a view to bringing its handling up to acceptable standards. The eweaking of the engine is of course as for either the Midget or MGB. The full treatment can be carried out on Minis as well right up to spaceframe front, beam axie rear, 13 inch wheels, etc.

Aldon were recently appointed as Lotus Service Agents and this will complement the servicing of many high performance specialist cars already carried out on cars such as Alfa Romeo, Ferrari, BMW, Maserati, Jaguar, etc which is an aspect of business which Aldon are keen to expand. Alan sees in the future the possibility of being a Lotus dealer at a separate garage leaving the present premises free for competition activities. Although the Brierley Hill base is still looking very new and things are just beginning to sort themselves into some sort of order, an engine bay has been set up in which almost any sort of engine building can be carried

out—"'A' series to DFV" as the advert says! Alan would like to do more work on the FVA and BDA and the new Lotus engine to the future.

Obviously racing car preparation is one of the main areas Aldon have niways been involved in but due to losing a lot of money in the past, only specific jobs will now be tackled as development work can take a long time which cannot really be charged to the customer, Although Alan has now given up race driving due to having no time available Aldon have alweys had an active involvement and in fact Alan's father started autocross at the age of 50 and did incredibly well with a twin cam engined Spridget fitted with coll spring rear end and got into the Player's final two years running when aged 55! Mr Goodwin senior became a very popular figure locally but has now been forced to retire for health reasons.

This year, Team Aldon was set up and has been remarkably successful. Mike Flather's 998 or supercharged Mini Cooner has been running in the BARC/Castrol Hill Climb Championship and won it overals Taffy Thome has of course been running the 185 bhp 1.3 Aldon FVA in the MN/Castrol Sports GT Championship and won his class while in the controversial STP Prodeports contest, Geoff Till won overall in the Midget despite some late season problems and a very controversial incident at Mallory Park

Alan a brother Robert has also been running a Midget in STP rounds and is soon to have a full rare Cooper S with beam axe 13 in wheels, 10 in discs, etc. An amusing sideline to Team Aldon is that each our carries a "Clunk Click Every Trip" slogan and the drivers follow Jimmy Saville's advice and belt up for every recei

For the future Alden will be concentrating on consolidating their present position of supplying performance equipment and racing parts mainly for sportscars, manufacturing suspension components, building engines, servicing specialist cars with the emphasis on Lotus and providing a fine rolling road service. One interesting project at the cime of Autosport's visit was the development of a Sprint package for the Morris Marina which was instigated by a large BL dealer who hopes to market it on I STCs for a little extra. Aldog have concentrated on the suspension and by subtle changes to ride height. anti roll bars, dampers, etc have transformed the Marina's rather non-sporting handling into that of a very acceptable high performance road car. The engine is a little hotter than standard and the whole thing is finished off with alloy wheels and front and rear spoilers. Your writer was permitted to take the car for a brief trial which confirmed the suspicion that when it comes to suspensions, you really can't teach Aldon much Although the understeer was still detectable on fast corners it was by no means bad as most road cars will display this characteristic. By the time this conversion is ready for announcement it will no doubt prove very popular and a back to back test with a standard our would no doubt be very con-

Aidon are well known amongst the sportscar fraternity for their friendly helpful services and are always prepared to give advice. They should not be confused with any cheap back street conversion merchants as Aidon are only interested in doing a first-class job, whether it be on an F5000 or servicing a road car, which is something they have learnt from their racing background. Aidon are to be found on the Breener Industrial Estate, Station Drive, off Bretiali Lane, Brierley Hill, Staffs (phone Brierley Hill, 78506).

PETER RICHINGS

Mike Flather's supercharged Cooper rushes uphill to yet another Castrol/BARC hillelimb championship win.





Setting up his Escort in quite a speciocular manner on the tarmor in John Weish, who finished third (above). Roger Dowson's Dolomite engined GT6 negotiates the chicane (below right)

CROFT

Taylor slashes record— Jesty's good showing

Last Sunday saw the second round of the Martins Group/Tousco Rallycross Championship take place at Croft on a fine, cold day with a slight breeze. There were a lot of nonstarters out of nearly 80 entries, and only \$1 cars made timed runs. The races were run off slickly by the Darlington and District Motor Club, although it remains to be seen what time the meeting would have finished If the full entry had turned up | The course was very fast, and John Taylor confirmed the ideal conditions by taking 4.8 s off his own inp record on his first run, then taking a further 40 off that time with a fentastic second run, leaving the record at 3 m 30.2 a. Nick Jesty again had a good day, equalling Taylor's old record of 2 m 30 s on his first run and beating that by exactly 2 a (the only driver to do so) on his second run, to take second pince overall. John Welsh took third with a 3 m 41 s, and also won the knockout competition from Robin Kinness and Judith Jesty.

The first race of the day saw the lap record broken, John Taylor leading from flag to flag from Phillip Lilley. Rex Hanson spun his Hillman Imp down to last place. Nick Jesty shot away to win Event 2 with 3 m 39 s, during which John Forrest rolled his Escort, but was unburt. Event 3 saw a good dice between Keith Stones and Brian Stablar Stones led initially but was taken by Stabler on lap two, Stabler being lucky to hang on to his lead after getting crossed up on the cinders of the motor racing paddock. Stabler crossed the line 12 s ahead of Stones, who was followed by Pete Hemmings and Keith Hulme

Event 4 was led at first by the Escort of John Weish, fain Williams gave notice that he did not like Casino Bend by spinning he smart Mangermil) Mini on lap one, then making a real job of it on lap two and rolling in exactly the same place, lain was, luckily, unhurt, but the car was a sorry sight as it was towed back to the paddock. The marshals were right on the apot and the race was stopped immediately, to be re-run later Event 5 was won in 3 m 43 a by Robin Kinnear, with Mick Bird 3.6 a behind in his Min-George Warren was third. In Event 6 Rodger Dowson led right through the race with his Dolomite Sprint-engined Triumph GT6, chased hard by the Mini of Will Gollop, However, Dowson did what he had threatened to do previously and spun away his lead on the last corner, letting Gollop through to win in 3 m 51 2 s. Dowson recovered to take second place in 3 m 52 8 s. Gilbert Ritchie went past slowly and retired, and Dudley Stock had an

excursion and also retired. Despite a pushstart Alan Evans had to retire his Mini at the start of Event 7, and this left John Cockerill, Wayne O'Connor and Ian Poggett to do bettle. They finished in that order, with Cockerill logging a 2 m 54 s. To complets the first runs Event 4 was re-run and was won by Chris Pishwick in 3 m 42 6 s, the time which was to earn him sixth place overall. He was followed home by Pip Carrotte, going uncharacteristically slowly, and lain Gardner John Wetsh had gone straight on at Tower on lap two and retired.

The eighth race on the programme was the first of the second runs, and John Taylor again came out to do his thing. He absolutely romped away with a demon drive, to leave the lap record nearly 9 a faster than at the start of the meeting. This, perhaps, overshadowed the good second pisce of Robin Kinness, who did a respectable 3 m 42 s. Event 8 saw Kelth Stones win by exactly 2 s from Mick Bird, who had demoted John Cockerill's Escort to third place. Stones' Lime was 3 m 44.8 s, nearly 10 s faster than his first effort. Nick Jesty drove very rapidly in Event 10 to get 2 a inside the old lap record, which he equalled in his first race, and his 3 m 37 s ensured him of second place overall. A long way behind came Dave Fuell. Frank Greenway, Stephen Brewitt and Keith Hulme, all well spread out. Event 11 was won by George Warren from Brian Stabler, after a good chase. Warren improved by over 11 s on his first race time, and his 3 m 41.6 s was good enough for fourth place oversit.

in Event 12 Rodger Dowson made no mistake this time, and took a deserved win, from Keith Fowler, who had come up from third place after a spin. Dowson improved to 3 m 48 s. John Weish did enough in Event 13 to not third place overall, with a 3 m 41 s. He won by a long way from Judith Jesty Chris Fishwick again won his race but could not match his first run time, this time recording 3 m 48.4 s. He was followed home by Pip Carrotte, Jain Gardner and Alan Thurlow's unusual Lightspeed Magenta.

This 14th race completed the championship runs. A Martine Group cavalcade was then led around the circuit by George Hill's RAC Rally Firenza, which proceeded to lap the entire field! The Knockout Competition was run in the same way as last time, with the first three care from each heat going into the next round, ending in a six-car final. John Weish made sure of his semi-final place in the first heat, as did Judy Jesty and John Ciarkson, after Nick Jesty and Brian Stabler spun on



inp one. Welsh recorded a leisurely 3 m 59 s George Warren, David Potter and Frank Greenway were the qualifiers from Heat 2, the only other finisher being Allan Forrest, after Jain Gardner and Gilbert Ritchie went missing

Heat 3 had to be re-run after Pete Rommings rolled his Mini. Roger Dowson spolled his day when he went straight on at the Esses and hit comething solid, leaving Robin Kinnear, John Cockerill and Wayne O'Connor to go through. The qualifiers from Heat 4 were Mick Bird, Alan Thurlow and Stephen Brewitt, after Dave Fuell stopped on the circult. The first semi-final naw the Escorts of George Warren and John Weish chased home by Judith Jesty, and these three qualified. The lucky three from the second semi-final were Mick Bird, Robin Kinnear and John Cockerill. The fast conditions were reflected in the care for the final; four Escorts and two Minis. They stormed off as one, however, when the flag dropped, until Judith Jesty spun and Mick Bird got involved and had to retire. Judy carried on, mixing it with the Escorts, and did well to finish third, albeit a good way behind winner John Weish and second man Robin Kinnear, John Cockerill finished fourth, and George Warren eventually struggled home with a sick motor

As people made their way back to their care or to the clubhouse to thew out, one hoped that this was not going to be the last railycross at Croft this season. The organisers and sponsors are reasonably optimistic, and plans are tentatively going shead for the next round, scheduled, petrol permitting, for Boxing Day, December 26

JOHN HORNBY

heavier/Tecare Stateprents Championship (round 3) :

John Tayor (2 D Ford Escart), 2 m 30 In (recent) ;

Nick Jety 1, 4 M n) 3 m 374 3 John (recent) ;

Park State 1 3 m 4) 4 4 Gaurge Warren ; 1 3 Ford Escart ;

Cacre), 3 m 41 6 s 3 Robin Kinner ; 1 7 Ford Escart ;

Cacre), 3 m 41 6 s 3 Robin Kinner ; 1 7 Ford Escart ;

Cacre), 3 m 42 6 s Chris Fahwick (1 3 M n 5) 3 m 47 6 s 7 Brun Steber 1 3 Mint), 3 m 44 6 s 9 Mick ;

Cach State s 3 M n Cooper 5, and Pip Carrotte (1 3 Mint) Cubman 1 m 46 6 s Knachest Competition 1. Water 2 Kinner 3. Justit Justy (1 3 M n) ;

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AUTOSPORT, NOVEMBER 29, 1973

Bandama bonanza

That raily with no finishers the Bandama Raily in the Ivory Coast, looks like being even more interesting this year. Peugeot have related their boycott and Tony Fall-Gerard Flocon, Hannu Mikkola/Jean Todt and Bernard Consten X will drive 504s for them. These cars should be even better than before for both M k kola and Timo Maximen have twice been to Morocco testing them Jean-Pierra Jabouilla will be driving a Renault Alpine and

Jean-Francois Piot a Renault 17 TS while the Darsun effort will be headed by Shekhar Mehta Claes Billstom in a 2402 with no less a person than Gerord Larrousse in a 1808. The only catch to this tough dirt road marathon is that it takes place over Christmas for much the same reason that the Safaritakes place at Easter—the availability of amateurs to marshall and run the event



Arne Hertz (left) leaves his usual link with Saab and Stig Blomqvist (right) to join Toyota.

Hertz for Toyota

In case you think that this is an ttem slipped in from the commercial section, what we mean to that Arne Hertz has left Stig Blomqvist and the Saab team and will drive next season with Ove Andersson in the Toyota team. Their team mates will be Biorn Waldegoard and Hans Thorselius so if the car can be made quick enough, it is a aufilesently talented team to give results. However, Andersson eeems to be having problems getting through to the Japanese and has to have a big fight to get anything which is not Japanese on the car Two tailles ago it was Ministe wheels, then it was B istern shock absorbers and struth and on the RAC, it was a big discussion to use British Dunlop rather than the Japanese version. Still he as making progress and he is a very determined gentleman. First fally for the team should be the Swedish Raily which looks to be unaffected by the petrol crisis and then the TAP Raily which might easily have to be cance ed should the Arabs refuse to relax their present centrictions.

Within the Saab team, a replacement has already been arranged for Blomqvist but his name has not yet been formally announced

The end of the Burwarton stage was the scene of much yumping. One of the highest were Alen and Kivimaki in the thd C&S Escort during their excellent performance. Alen set fastest time on 20 of the special



Ford instigate the Indoor Rally series

Ford have taken an early laiting tive to help lift a little of the "no rattying" gloom and have organised a National Indoor Rally Champtonship. The paper work rullies, one in January, Febroary and March will act as qualifiers for national finals to be held over April May The ralkes will be planned to cover all the thorny problems that a team manager or raily crew might meet during a typical event - plotting arranging service and fuel points etc. The only equipment required will be an OS map, a pencil and a romer calculator Entries will be free (unless the club making the entries wishes to charge competitors). There will be no age limits and competitors need not

even hold a competition licence individual competitors can only enter on behalf of one club.

To make it worth while keeping the brain cells exercised there is a range of prizes, going down to 10th overall. For the overall winner of the championship there will be an expensespaid trip to the 1000 Lakes Rally with Ford. Second place will be rewarded with a voucher for £60 worth of Rallye Sport parts and third place gets & £30 youcher Fourth to 10th all receive rally jackets. The championship will be organised by the Ford Railye Sport Club and entry forms are incorporated in the announcement elsewhere in this

New major Irish assault

Main Ford Dealers for Derry Desmond's of Derry, have formed a Desmond's of Derry Raily Team and with driver Pat McCourt a programme of major British and Irish rames is planned next year. The new car, an R51600 with 1800 BDA Conworth angine and ZF box, has already had a couple of outings with the Castrol Special Stages Raily in Co Wex-

ford and the PIT Cork 20 Rally, and a further outing to help sort the car is planned before the 1974 rally programme commences. Twenty-four-year-old Pat McCourt has been rallying for three years and has always been associated with Fords. Navigator will be 20-year-old Derek Smyth, a student of Queen's University, Belfast.

A new map light for rallyists

A new map light, suitable for co-drivers' use has been marketed by Pointsource Ltd Known as the wedgelight the lamp consists of a tapered perspex panel liluminated by tiny bulbs in one of the edges. This gives a bright but soft illumination of an area of about eight by five inches. A tigar lighter plug is provided on a telephone coll type flex which allows the user lots of freedom.

We have tried this map light and can recommend it as suitable for rally use. When maps are being marked by pencil the light can be placed under the fold to give near perfect illumination. Cost of the Wedgenght is £4.95. It is available from Pointsource Ltd at 102-104 Hammersmith Road, London W67 JP. 55p should be added for post

End of the RAC Rally at Dodd for the Barry Lee Escor



Winners-Class 7

RAC International Rally of Great Britain.

Vauxhall Motors congratulate Pip Dale and Richard Stark on winning Class 7 (Group 2 cars over 2 litres)* in their Firenza 2300.



The class winning Firenza, entered by Leedhams (York) Ltd, Vauxhall Main-Dealer and recently appointed DTV Sport Dealer.



*Results die i die onfirmation

Special stage

Jimmy Rae takes top Kleber-Wheelbase award

Announced at the Skyline Hotel, London Airport, on Tuesday night were the three winners of the Kleber/Wheelbase Rally Scholarship for 1973. The driver voted first by a panel consisting of Brian Robins, Henry Liddon, John Davenport, Barrie Gill, Mike Greasley and Peter Asheroft, was Scottish Ford driver, Jimmy Ras. His prize of a works Escort RS on loan will be the ex-Mikkola RAC Rally car. In addit on to the car is \$4.000 running expenses for a 1974 rally programme and \$500 worth of parts from Ford. Runners-up Tony Pond and Barry Lee receive \$500 and \$250 respectively.



JIMMY RAE

Twenty-seven year-old Jimmy Rae, though something of an unknown quantity to southern drivers, has dominated the Scot tish rally scene in recent years and, driving an RS1600 for the past three seasons, his stage times have consistently shown he is not only the quickest Scottish driver but glso Britain's quickent Jimmy first started rallying back in 1965 with a Mint but only started to be successful when he switched to a Ford in 1969, going on to become Scottlah Rally Champion in 1970 with his estonishingly quick Escort 1300GT -beating many Twin Camdrivers on the way. Towards the end of '71 with the 1300GT out paced by the RS1600s even in Jimmy's hands, a similar RS1600 was prepared for the following season It turned out to be a most successful move for both the driver and his employers and sponsors, Ford Dealers Frew's of Perth, and in 1972 Jimmy Res once again became the Scottish champion; this time without winning any single event in the series but by slways finishing consistently high in the results Last year was not smooth for this talented Scottish driver and the result of the Kleber/Wheelbase Scholarship should go a tong way to establishing Ree with the recognition he deserves.



TONY POND

Tony Pond from Uxbridge. M ddlesex, is a most worthy runner-up in the Kleber/Wheelbase Scholarship. Tony has worked hard to become one of Britain's most promising drivers His career has been punctuated by spells without a car as Tony for a long time was his own an trant. A sprint entered in 1966 with an MGB near Bagshot was Tony's introduction to motor sport and after winning his class the ball started rolling Tony ral hed a Cortina GT before moving on to a Mini-Cooper "S" with which he made his name on both road and stage rallies. After the Mini, Tony campaigned a Cortina Lotus, built to works specifica tion, and in his afforts to stay competitive with the quicker Escorts, Tony hit financial trouble and for a while gave up the sport completely. The sport was cectainly not through with Tony though and an offer from Norman Reeves Motors to drive a Mexico on championship events put Tony back on the road again An RS1600 followed and this year Tony Pond has given superb driving performances with the car on RAC Championship events The Scottish Rally also served as a platform for his skills after bringing home his works-loaned RS1600 into seventh place, a car he had never driven before the

Class correction

An item which appeared in Special Stage in the November I issue was incorrect in referring to The Clan Motor Company as liquidated. Clan are continuing in production as before and their crists appears to have been only temporary



Jimmy Ros in speciocular sideways fashion in the Frew's of Perth Escort.



BARRY LEE

Barry Lee just had to feature in the Kleber Wheelbase awards. At 29 years of age Barry more motor sport expersence under his belt than many drivers would be glad to gain in a lifetime, Barry's first contacts with the sport involved go karts, speedway motor cycles and some horse riding for good measure. in 1965 Barry started on the road up with an Anglia for autocrossing. Barry went on in the fullowing years to dominate the autocross and rallycross scene. winning the major titles before turning his hand to Hot Rod racing Again Barry was compietely successful and only this year added to his long list of

championship wing in this sport the World title. Barry's first bash at rallying started in a similarly spectacular way-coming third overall on the 1969 Tour of Dean special stage tally. All the while Barry was concentrating on rallycross and then hot-rodding he kept his hand in with railies, always with good results and earlier this year signed to drive Clarke and Simpson's new Centre Hotels rally car Barry drove to team orders on the four rallies preceding the RAC and returned a high overall placing in each. Barry looks all set to make an even bigger impression next year.

Mexico standings

The Mexico Championship of 1973 was of 14 rounds with only two events in the final quarter due to petrol shortage Results are as follows: 1, Nigel Rockey, 101 points; 2, Russell Brookes, 92, 3, John Edwards Parton, 79; 4, Bob Bean, 73, 5, John Barter, 53; 6, Dal Roderick, 28; 7, Roland Young, 23; 8, Keith Watkinson, 22, 8, John Collins, 18, 10, Andy Dawson, 17 Andy Dawson, wins R51600 ride for best final quarter

Makinen's economy drive

An RAC official checks the remaining fuel in a standard Escort 1100 which RAC winners Timo Makinen and Henry Liddon drove from York to London at the recommended 50 mph speed limit, after the rally. They averaged 47 mps and 47 mph for the 4 h 31 m journey.



RAC Championship points

1, Roger Clark, 99 points; 2,

Jack Tordoff, 30; 3, Adrian Boyd,

23 , 4, Andrew Cowan, 18; 5,

Cahal Curley, 14, 6, Tony Fowkes, 121; 7, Bill Taylor, 10,

8, Peter Clarke, 81; 9, Ronnie

McCartney, 8; 10 (equal), Tony

Pond and Barry Lee, 7

opel success

DAILY MIRROR/RAC 1973 INTERNATIONAL RALLY OF GREAT URITAIN

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BRANDS HATCH

Reduced races lengthened!



Rob Haigh's MGA spins out of Druids, causing a dramatic moment for Hustein's Camaro (above). John Brise's F3 March comes under pressure from Hyati Baker's Huron



With the threat of petrol rationing drawing closer and the ominous appearance of the National Press, motor racing showed its awareness of the situation by reducing the length of all of the seven events run by the Romford Enthusiasts' Car Club "by 20", " Thus all the events except the Libre race were run over B laps in order to go some way towards negating the whinings of the motor racing killjoys. Unfortunately this coay situation was somewhat marred by the fact that due to the diabolical weather conditions during much of the afternoon's sport, competitors were allocated an obligatory 3 laps warm-up instead of the usual one lap, thus restoring the mpg status quo. Many drivers unwittingly took it upon themselves to "do their bit " in the crisis however-end the many spins and shunts undoubtedly helped boost the rather dublous nature of the Brands Hatch economy

Sunday dawned cold, clear, sunny and still However, by the time the last competitors were completing their practice session, the only variable to remain approximately static was the temperature. A delectable mixture of snow and half brought back memories of the year's Race of the Champions, and the track, which had been fairly dry apart from a

very slippery Druids for most of practice, greeted the competitors with a lot of standing water and a very treacherous surface. With the prospect of the failing light and probable need to collect bent machinery after each race, not many people were too optimistic about the organisers' chances of completing the programme, but they did with commendable efficiency

First event of the day was a Mini-Seven Direct Racing Supplies Championship eventand on the front row alongside Mick Moss, the uncatchable champion on pole positionwere Gooff Gilkes and Chris Tyrrell, To the accompaniment of vast amounts of wheelspin the field weaved its way into Paddock from which Moss emerged in the lead. Some real knife-edge motoring through Bottom Bend helped pull out a useful lead on Gilkes and by the end of the first lap, Moss led strongly from Gilkes, Moorehead, Heudebourck, Finn and Mancey. Gilker spun away his chances of getting back on terms with Moss on the second tap. Moorehead inherited second place, and Gilkes became involved in a long tussle with Tim Guest in the Target Minl. Moss only took the flag at 8 laps having picked his way carefully and smoothly through a number of spinning Minis. Heudebourck was a distant

second followed by Mancey, Finn and Guest.

The first of the mixed special saloon and modsports races followed and on pole position was Bob Jarvis' Davrian Mk 5, with John Homewood's Kent Messenger Imp and Sedric Bell's 16-valve Allen Mini beside him, Bell was unhappy with the handling of his new car, having badly bent the front subframe against the Armco at Oulton Park the week before. This misfortune plus his lack of knowledge of the way round Brands kept him from being fully competitive, but he still was practising within a second of Homewood. The Imp was first into Paddock bend and the race proved to be another Homewood benefit-John driving immaculately to finish just over 2 a up on the Davrian which after being fourth, first time round into Draids never really managed to get on terms with him, although the Imp was effectively without rear brakes from the first lap. As the field came up to complete the third lap, Jarvis took Mo Mendham's Mini on the exit from Clearways for second place, and the positions of the first four remained the same to the finish—Bell just falling to catch Mendham on the line after a race-long dice for third place

The afternoon's Formula Ford activities proved to be a nightmare for those who happened to be taking lap charts that afternoon. Bob Arnott joined several drivers who didn't appear on Sunday and pole position was credited to the Peruvian, Jorge Koechim (Elden PH10C) with Svd Fox in the Rowland engined Hawke DL11 and pop star man Ken Hensley in the Dulon making up the front row. At the end of the first lap after numerous "moments" and spins throughout the field, including Koechiln who spun at Paddock, the order was Arif (Merlyn Mk 20A), with 5yd Fox trying to get inside him at the entrance to Paddock, followed by Barry Altkenhead (Rostron), Rojer Finch, Freddie Jacks and Brian Songhurst in his Royale RP3A. By the second lap Syd Fox was firmly established in the lead from Arif and Aitkenhead and these three had already pulled out a long and permanent gap on the pursuing multitude who were now led by Songhurst, Jacks' Merlyn, Finch's Rader and Ruper Keegen in the BAF Royale. Apart from demonstrating Syd Fox's superiority, the race saw an interesting dice between Arif and Aitkenhead and a fine drive through the field by Koechlin who, having restarted at the back, finally suffered the disappointment of a dead angine on the penultimate lap

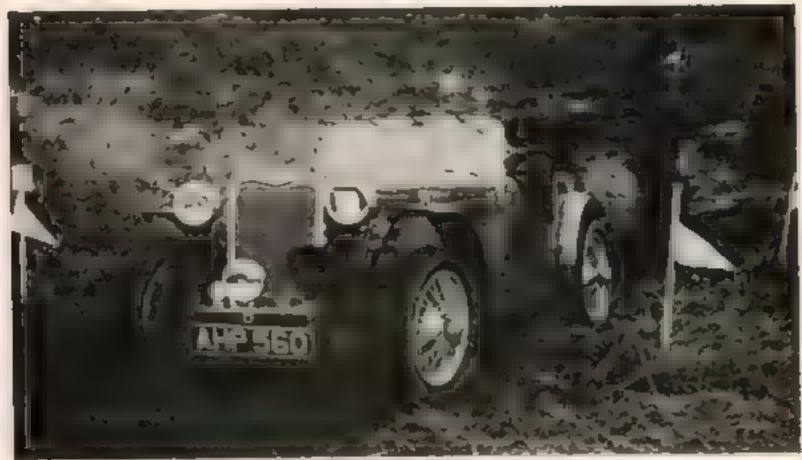
The combined Migha and special saloon cars up to 650 ec race produced some close eacing and was eventually won by Phil Spurling's 998 Mini from Sid Ryder and a disappointed Eric Groves. After John Hazell lost it in a big way at Clearways on the first lap, Groves led from a determined Phil-Spurling, Ryder, John Watson and David Brason-all in Mini Miglias. As the leaders came out of Clearways to start their fourth tap, Spurling managed to pass Groves and as they went into Druids the two cars touched and Groves lost a lot of time. He managed to keep going but a plug had oiled up and he struggled round to finish third on three cylinders, being caught by Ryder before the Hag

Fifth race of the day was Act 3 of the combined special saloon and modsports drama. and this race provided the sparse crowd with the speciacie of what can be done on a very wel track. Master of ceremonies was Gerry Marshall who flung the Firenza around the circuit to lead from start to finish, leaving behind a struggling Tony Nash, battling with his errant Mustang. On lap 5 at Kidney he lost it and second place, to the Vickers Mini of lan Bax; and on the last lap he spun again, this time at Paddock, losing another place to Jeff Allam's Viva GT. Meanwhile, Gerry Marshall recled off the necessary laps in fine style to finish 31 s shead of Bax. Ali Hussein's Camaro completed a largely incident-free race

Sports extra

SINGER TRIAL

Oliver's second success



Martyn Wray's Singer Le Mans faded from the fray after a good start.

BRANDS continued

to finish fifth, ahead of the first modeports man, Robin Gray, in the Morgan Plus 8

The fibre race was intended to be the main feature of the afternoon. In fact it turned out to be something rather less than this, and not just because Lanfranchi's M18 McLaren was not ready for the race and Ted Wentz nonstarted. The real problem was that a lot of the competitors were unable to produce wet rubber at the right moment, so that the grid boasted just 10 cars, out of an original entry of 20. An interesting last minute addition however was Tony Brise's father, John, in his March Holbay 733, and he led the race until the solenoid lead came off and he retired with no electrics after four laps. Generally however, the racing was processional over most of its 12 laps. Fergus Talt's March retired with a puncture after nine laps when lying second to Syd Fox's protege-Chris Hyatt Baker in his winning FF Huron FP1-while Evan Clements had an exciting race in the BT28 Brabham, finally spinning at Druids on the ninth lap. He wasn't very happy with the handling of the car on its ancient Dunlop wets, and was having some genr selection problems to boot

The Group I thrush concluded the day's events on a somewhat higher note. No BMWs appeared so Lanfranchi commandeered a ShellSport Mexico and some car swopping was in progress. Iven Dutton tried out the London Sports Car Centre Marine; Alan Foster drove Dutton's all-conquering Escort Sport; whilst Mr Mershall was to be seen at the wheel of the Capital Motors Viva 1800. Barrie Williams drove an immaculate race with his GN Firenza from pole position to be spectacularly caught right on the finish line by the Cantaro superbly driven by Les Leston. Once again Gerry Marshall threw the wallowing Viva around to tremendous effect (third overall), whilst Ivan Dutton closely investigated the Marina's autocrossing abilities in his attempts to get on terms with John Webb's Mexico. Another fine drive was completed by Derrick Brunt in the second Pirenza who finished just ahead of Lanfranchi's Mexico.

PETER NEWTON

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John Oliver, one of the leading lights in the southern centre of the Singers Owners' Club, scored his second outright win of the season when he won the club's Down and Out production car trial at Weaversdown, Hampshire, last Sunday, Driving his Popular he best a field of 54 competitors to drop 59 marks on the 24 sections arranged on Ministry of Defence land, this probably being the last occasion when Army land will be available during the petrol crisis.

It was a Mini versus a pair of Austin 1300s in the struggle for front-engine FWD class honours, but Mini man John Young had a disastrous start dropping a maximum on the first section and this handicap was too much for him to recover hard though he tried. John Taylor and Brian Cunningham tled themselves together on the first round both dropping 41 marks but thereafter Taylor went shead steadily and pulled away to win with 121 marks to Cunningham's 129 marks with Young on 136 marks. Angus Stewart was the main opposition to Oliver in the front engine RWD class and Stewart had pulled out a short lend over Oliver when his back axle gave up and Oliver was left with the opportunity of gaining an easy class win and his 36 mark class win, plus some other high scores among the other finishers in his class, gave him outright success. Don Franklin (Popular) was eventually second

The initial ecrap among the sports cars was between Paul Skelton (Midget) and Martyn Wray's Singer Le Mans. Skelton opened up a useful lead of 15 marks on the first tour but Wray was to fade from the fray on the subsequent rounds and Paul Whatton and Pat Kennett, both Morgan mounted, came through to fill the places though way behind Skelten who sailed home to win by 19 merks with a total of 77 marks. Whatton pipped Kennett by a single mark.

Dave Carr and his son Robert carved up the rear engined class in their imp and Robert was perhaps not very popular for he beat his father by six marks, dropping 53 marks. Dave came unstuck on one particular hill on the second tour and that was that Third place went to Teddy Edwards in his Stiletto who finished only three behind Dave. The buggies class went to Ray Carpenter in his VW who dropped 69 marks, well shead of Les Hillier in a similar car while Roger and Jenny Griffiths retired their buggy with mechanical troubles.

Overall J O vor (Popular) We marks set. Class selected by Pay (Austin 2000 121 marks, O Frank to Popular) 222 marks, P Sketten (Midget) 77 marks, R Carpenter (VW) AT MARKS.

AUTOTEST

Leaves a problem

Herefordshire MC had 24 entries for their closed autotest meeting at Park Hall, Wormelow, last Sunday, when BTD went to John Carr in his Mini with a total of 184.7 a The large tarmed car park was in an interesting state for leaves in one eree paused competitors problems, Graham Powell and George Okell provided the struggle of the day finishing less than a second apart in their

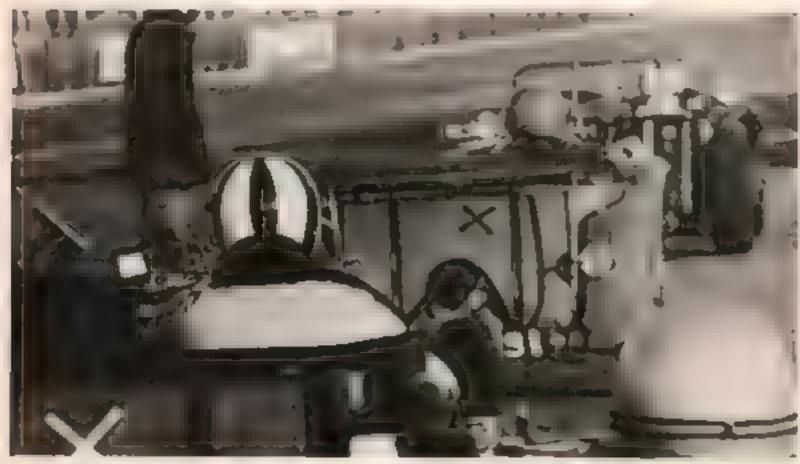
Autocross man Mike Turpin kept in trim by heading the very small entry of Minis, Coopers, stc, but he was 11 s down on Carr Simon driver Roy Steams had a comfortable class win shead of Chris Wells (Escort GT). Steame flushing 24 s ahead. Powell (Cortina GT Mk 1) and Okell (Cortina 1300 Mk III) were rarely more than four seconds apart and it was a grandstand finish by both as they struggled to take the class. Three ladies graced the event and the best of these was Mrs Lorna Buchanan in a Stdatto.

Prop A Carr (Min.), 154 7 a Class elinners M. Turp n. (Mini), 195 0 tc R. Steams (Simos , 215 9 s. G. Powe (Cardina), 257.8 s. Ladies Mrs L. Bochanan (Statette), 295 7 s.

Sports extra

SILVERSTONE

Another BTD for Corfield



MGs queue up for the start of their runs at the MGCC Silverstone eprint.

There was good news and bad news at the MG Car Club's round of the five-event Silverstone Sprint Championship on November 17. Good news was that the competition is most of the classes was as hot as before, that John Corfield again took BTD and that the day was fine and enjoyed by all. The bad news was that the regulations were still being flouted in the road-going classes with at least one full-race car turning up with apparently false number places and tax disc to run in a class for everyday road ears.

Malcolm Allen's Mini-Migha formula Mini 1000 oc once more comped away in the small road going class with Angus and Angela Martin's blatantly mod fled-for-the-event Mini-Clabman in close pursuit, Angels beating her father by 2 m this time, to take second place and consolidating her position in the Ladies' Championship which she leads with 128 8 points. Pauline R chardson in the "Hill Garage hack" 1275 'S' beat husband lan in the 1300 oc class whilst a mighty battle raged for third place between the Alfa Romeon of Jon Dooley and Nigel Rosser who were within a second of each other on their first runs and only 0.2 a apart on their second, Dooley just accaping home to a rather dated-looking Gaulietta. Two cars tled for the over 1300 cc road-going saloon car class, Barry Waterhouse's Lancia Fulvia matching exactly with David Harvey's Escort RS1600 on the first runs. Both went less quickly on their second attempts and so failing to resolve the tie

Allan Cox's John Brown Motors Ltd-entered 1000 cc Cooper S was back on form again to shave a win on the second runs from Basil Dagge's immaculate Imp which, like Allen's car, is more usually seen rushing uphill somewhere. John Whitton's much ruced 'S' tied for third place with Mike Kirby's Imp. with Jean Cox close behind in Allan's classwinning car Second of the racing saloon classes was for up to 1300 cc cars and David Carvel.'s almost concours Mini remped away to win the class although Steve Muir's Cooper S, having disposed of a truculent mistire, was going well in second place. With David Bray's 1900 cc BDA engined Escort in the over 1300 cc class it would have needed pretty potent machinery to heat it and David

put in a scorching first run to take the class although. Chris Hill's deceptively normal-looking Angua (which was wrongly stated to have a twin-cam motor a couple of weeks ago as it actually has a bored-out pushrod motor), was a worthy second. This is not the easiest of classes to make good champtonship scores in since Tony Haziewood's DAF set a new bogey time tast year beyond reach of most mortels!

The production sports car classes were mostly well supported although Brian Tavender's G15 lecked its usual strong opposition from Alan Bishop's rally-prepared Davrian this week and had an untroubled class win The class bogey time was reduced fractionally in the 1301-3000 cc class when Raymond Kershberg's extremely potent Elan Sprint shaved just 0.2 s off it in his efforts to beat Paul Simmons' identical car. Malcolm Hayward and Herb Hester's Morgans were the only funners in the over 3-litre class, Hayward being the quicker by just 3 s. In the racing class, Peter Winter's Midget enatched the class from Gary Morse's Clan Crusader in the 1300 cc class and Gordon Bolam's delightful Fint Abarth 137C Coupe snarled its way round to a class win ahead of Mike Overton's ex-Andreason Marcos, We may see this car out in Post Historic racing in the near future. Ron Collings and Robbie Gordon shared their Jointly-owned Daytona Ferrari lightweight and Ron took nearly 5 a off the previous class bogey time with this handsome motor All credit though to Jim Tiller in his J2 Cuddy-Ailard who defied all the laws of tyre and suspension design to make two tremendous runs in this famous old 1950 car The Sports and GT car classes were dominated by John Corfield's Martin which again beat Frank Aston's Astra in the 1600 cc class. The 1150 ec class only contained John Elmes and Linda Parrott in their shared Ford Special which, without being mind-blowing in pace, gives them a great deal of sport. Likewise the over 1600 cc contained but one shared Mallock U2, that of Hedley and Norman Hutchings who have come up from Christchurch to each sprint so far to battle it out in this MGB-engined car David Render, last week's BTD winner, had the stronger opposition this week of Bryan Small's Tecno

which is being propared for Monoposto formula racing with, unusually, a fuel-injected crossflow Ford motor Still experimenting with injector cam settings, Bryan improved dramatically on his second run to enatch the class from David's Brabham

As well as the regular classes there were four extra for the Octagonal Die-hards, Alan Goodman's Midget was far and away the quickent in the Sprite and Midget class and Vic Eilis took his "road" MGA to a class win in a rather badly depleted class for the willowy and attractive MGAs. The Triple-M cars were surprisingly rapid for a bunch of prewer cars and Peter Cranage's long-tailed Magnette was just beston by Mike Allison's astonishingly quick, fully road-equipped couring NA. Many of the Midgets and "T" types would have settled for his winning time! Gerry Brown was the quickest in the "T" type class, 4 s faster than his nearest opposition Nick Taylor, Alastair Naylor's immaculate C being a close third.

Tate C being & close third.

BYD J Cornell II & Marun PVA) 2 m & 4 & Class withness M A so (1D Cooper Class) 2 m & 4 & 5 & Class withness M A so (1D Cooper Class) 2 m & 4 & 5 & Watermouse I & Langis Fu vs 2 m & 4 & 5 & A Cos (1 & Cooper 2) 2 m & 30 0 s, M & 7 Richard con 15 Cooper 2) 2 m & 00 0 s, M & 16 Pord Caron Charles 2 m & 20 4 s & Tarender (1 0 G nette Caron Charles & 2 m & 20 4 s & Tarender (1 0 G nette Caron Charles & 2 m & 20 s & 6 & Tarender (1 0 G nette Caron Charles & 2 m & 20 s & 6 & 10 s & 10

PROD CAR TRIAL

Brian Betteridge's hat-trick

Brian Setteridge, the Walsall butcher, scored his third outright win in succession when he won last Sunday's closed production car trial put on by Shenstone and District CC at Tattenhill near Burton on Trent. The organisers cut three of the sections as their contribution towards petrol economy and the event attracted a healthy 36-strong entry, more than many championship events of recent times.

Betteridge and his Sprite, which was shared by Reg Fitt, having a sports car ride for the first time for many a year, dropped 57 marks on the 28 sections to win by a clear margin on index, his nearest rival being Colin Valentine (Imp), who won the rear engined class on 65 marks

The best of the four class battles was undoubtedly in Class I where Nick Woollett in his Maxi and Richard Keen (Mini) became the men to watch in the second half when Carl Price's 1100 failed to maintain its early form when it ied by four marks at the break With Price falling back in the efternoon Woollets and Keen struggied for the lead right to the end, Woollett getting the verdict by a single mark 96 marks to 97 marks while Price faded to 111 marks

The battle of the Ford products in Class 2 went, as expected, to Mike Stephens in the ex-Hazlewood Mexico. Stephens led the class by nine marks at the break and went on to total 61 marks to beat Phil Shaw's car by to marks with Ron Berwick (Escort GT) third, a long way behind. Betteridge's form must have given Reg Fitt some good ideas for he won the sports car class by 21 marks after an Initial battle with Mrs F Clarke (Midget). A delightful 4j-litre Bentley added colour to the class but was hopelessly outclassed. The rear engined class saw Valentine out in front from start to finish. He was 15 marks up on S. R. Waine's Imp at the luncheon halt and put on the pressure to such an extent afterwards that he won by 53 marks

Overall's B Besteridge (Sprite, 57 ments test Class minutes he with Max 96 marks M Stephens (Max of Restaurance (Imp) Team Besteridge and Shaw

Sports extra



Peter Highwood attempts to restrain his Hibex from taking off

TRIAL

New cars appear **but Hurt wins**





Smallwood axie trouble.

Jackson - 14th place.

After the loss of their site two years ago the Leicestershire CC were more than pleased to be able to reintroduce their John Bull Trophy at Hora Hill Farm, Clipston, near Market Harborough, more commonly the venue for the "Dearngate" earlier in the year. One of the largest entries of this season, 37, was received of which only three non-started.

Amongst the entry much interest was focused upon the cars of Jack Pearce and Gordon Jackson which were making their debut. Pearces' latest Kincraft follows closely the thinking on the Mk III car (now, at lest in the hands of Tony Harrison) in shape and engine power, its most distinguishing feature being the roll-over bar fitted to a Kincraft for the first time. Jackson's latest flow too is outwardly similar to his previous device but in place of the BMC unit has been installed a 1300 Ford lump bored out to 1440 cc. The Kincraft was destined to retire during the opening round with a broken crankshaft whilst Jackson overcame numerous teething troubles to the timing and carburation departments to bring the car home in 14th place.

Not for the first time this season Loi Hurt must have smiled as he surveyed the damp grassy slopes over which most of the dozen sections were taid out, this was ground ideally suited to his expertise and it was no surprise to see him with a clear lead at the close of the first of the three rounds. The margin of his superiority was clearly apparent when one compared his score of 6 with that of his closest rival, Don Williamson (Doncan) who had lost 37 marks. Two points in acrears Peter Highwood (Hibex) held at buy the Cannon of Frank Lewis with John Benson (Jahs) holding off a strong challenge from the Dryad of Ivor Portlock. The Club had chosen to run two sections through a bog and although they persevered with one until the close of the first round the second was soon abandoned as cars sunk axie deep in the black mire.

Frank Lewis was soon out of the competition when the axie gried enough during the second round, bringing to a close a fine drive-Whilst drivers continued to struggle for adhesion Hurt kept up a remoraeless pressurt, failing to clear only three sections with the addition of a further ten points to his early score. Behind the Sheffield driver competitors rose and fell on the leader board like yo-yos. Benson eventually emerging in second spot despite incurring a 12 point penalty for illegal "bouncing" by his passenger. With a total of 64 to his detriment he had forced the gallant Williamson into third spot, the lack of horses from the side-valve Ford unit proving too much of a disadvantage as the ground dried marginally Highwood too was beginning to fell back. having been supplanted by Portlock and finding Julian Fack drawing his Imp powered Canon level with him in fifth place. By the close of the second round both Reg Allen and Laurie Brown (Kincraft and Aberties, respectively) were beginning to come to grips with the conditions and moving into the top

Jeremy Fack lost all chances of completing the full quota of sections when the Panhard rod detached street from the axie. Running repairs enabled him to contest the last round but he was unclassified at the close. In trouble too was Mike Smallwood whose axle became dissociated from the body when the ball joint sprung spart allowing the apex of the "A" frame to drop. He was more fortunate than the Cannon driver in being able to repair the Delta and continue.

The third and final round only confirmed how much better Hurt is on a surface of this type, the loss of only eight further marks giving him one of his most convincing victories in his long and distinguished career. Benson held on to his second snot with ease but the luckless Williamson fell prey to Portlock, Brown, Fack and Highwood during his slide to seventh place

With next week's "Gloucester" trial cancelled in deference to the fuel shortage this was the last try-out for competitors before the Semperit/BTRDA Championship trial on Saturday, December 8, which is to be held at the "Johnson" site at Kings Cliffe near Corby

1 t Hurt (1 1 BMC Special) 24 pts 2 J Berson (1 J Jabs/BMC) 84, 3 / Particol 13 Dryad/BMC 92 4, t Brown 11 Aberton BMC) 94 5 Julian Fack (1 D Cannon Chrysler), 96 b. P Highwood (13 Hibbs/BMC)

Conditions vary

Lunchtime rain and alees aftered conditions dramatically at Leyhams Farm, Keston, Kent, last Sunday when Sevenoaks & District CC held their production car trial which was the third of four events to count for the Association of SE Motor Clubs championship. Thirty five cars started, 33 finished and David Sharpe from Rochester maintained his lead in the champiouship although he finished third in the rear engined class.

Winner was Garry Taylor in his Ginetta G15 who really came into his own in the simpery conditions of the afternoon. At lunch he had been leading the class but only by . single mark but he drew away steadily to complete the 33 sections with a total of 60 marks lost, 39 better than his nearest class rival Richard Grenville (Imp), who took the

rear engined class.

The Minis of Robin Mills, Duncan Weich and Will Patterson filled the places in the FEFWD class with Mills on 148 marks and the winner by 22 marks Mrs Glenys Tomkins put it across the males in the front engine class by leading in her husband's Escort all day. She had a nine mark lead at lunch over Colin Marsh also in an Escort and pulled steadily away to take the class by 27 marks on a 298 mark total with Jim Anderson (Cortina) third: Colin Ling was a lone finisher of three in the sports car class and dropped 167 marks in his Midget

At lunch in the rear engined class Taylor led with 16 marks lost with Gerald Charge (Imp) on 17 marks and Richard Grenville (Imp) third on 18 marks, Sharpe was well off the class leaderboard with 34 marks lost. Taylor got away immediately on the resumption to build on impregnable lead and Grenville came through to take the class on 99 marks from Sharpe who recovered to a 106 mark total while Charge dropped to third on 109 marks. Overest & G. Faylor (Ginetra), 50 marks last, Class witness R. M. s. M.n. 146 marks Mrs G. Tombink Expert 254 marks C. Ung (Misses), 367 marks. R. Grenn in (1mp) 39 marks.

Success for MGB

Twenty-four competitors turned up at Bedlinog, near Caerphilly, last Sunday, for the closed production car trial organised by Weish Countles CC and Les Raven, driving his MGB, took the top honours dropping 69 marks. Club officials laid on 17 hills which started off in a greasy condition but became steadily more slippery due to a couple of showers. Best dice of the event was in the front engine class where Brian Daviss and Melvin O'Brish finished a mark apart in the Lotus Cortinus.

Impe and Minis were mixed together in Class I where Paul Pesticcio emerged an easy victor with 70 marks lost with Les Vincent second in his Mini on 139 and Pat Jerome & lone way back in third, also to a Mini. Davies and O'Brien started their day with Davies taking an initial lead and he had built up quite an advantage at three quarter distance but near the end he came unstuck on a couple of hills and O'Brien reduced the gap dramatically only for Davies to hang on to win the class with 96 marks to O'Brien's 97 while P. Corbett (Escort) was 40 marks away for third.

With Raven steadily pulling away at the head of the small entry of sports cars the second place was held easily by Steve Marks in his Midget while Paul Bullock came third with his MGB. The higgest class was for cars with knobbly tyres, limited slip diffs, etc, and here Jack Barras emerged with a class win for he dropped only 36 marks with his Midget. Brian Gunney, in a similar car, challenged him strongly to finish only six marks adrift and Roy Les completed a Midget 1, 2, 3 by coming home on 49 merks.

Overall L Raves (MGB 69 marks ast. Class spinners P Post role (imp 70 marks 8 Davies (Lotus Cartine), 96 marks; 3 Mortes (Midget), 90 marks; J Barres (Midget), 36 marks; J



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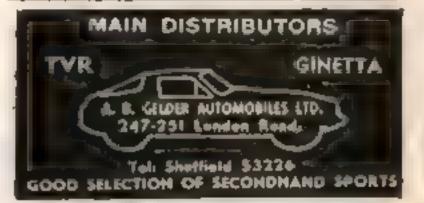
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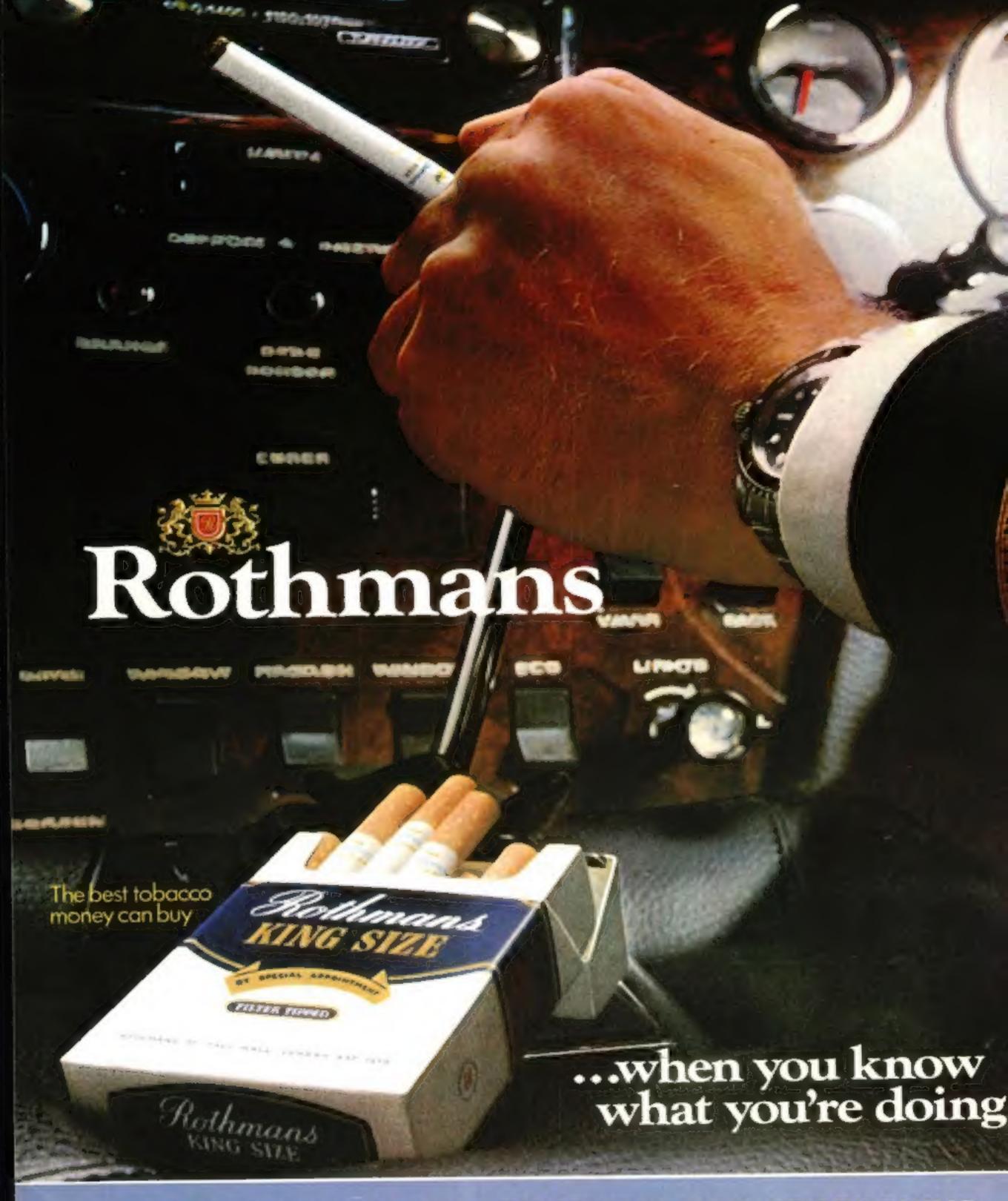
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